

MEMORANDUM

TO: County Council

FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Worksession**—reconciliation of the FY13-18 Capital Improvements Program for Park and Planning Bonds, Recordation Tax Premium, School Recordation Tax, School and Transportation Impact Taxes, Current Revenue, and General Obligation Bonds

At the end of the review of a capital improvements program (CIP), the Council attempts to reconcile the year-by-year General Obligation Bond expenditures and Park and Planning Bond expenditures with their respective bond guidelines and targets as identified in the CIP Spending Affordability Guidelines. If the Council cannot reduce bond expenditures below the pre-set guidelines, then seven affirmative votes are needed to approve the CIP. At the same time the Council tries to reconcile planned spending backed by Current Revenue, Recordation Taxes and Impact Taxes in each year of the CIP with the projected revenue in that year. On April 17 the Council approved an initial CIP Reconciliation; although it brought planned expenditures much closer to available revenue, there is still more work to reconcile them completely.

As of May 15, when the Council completed its worksessions on the budget, its draft CIP was about \$36 million over the spending affordability guidelines and targets for G.O. Bonds and the targets for the other major CIP resources. Furthermore, the draft CIP was too front-loaded: even with the gap closed, there are not sufficient funds in the early and middle years to provide a sufficient capital reserve for those years. Therefore, millions of dollars more in spending need to be deferred from earlier to later within the FY13-18 period.

Council staff recommends that the Council approve all the actions described below. Together they will:

- Reconcile the amended FY13-18 CIP to all spending affordability guidelines for General Obligation Bonds and Park and Planning Bonds.
- Reconcile planned spending to FY13-18 revenue forecasts for Current Revenue and the Impact and Recordation Taxes.
- Reach the 10% PAYGO policy in FY13 and exceed it in FYs14-18.

- Fund payback of Interim Financing comparable to what the Executive has proposed.
- Achieve effectively the same G.O. Bond reserve recommended by the Executive in January.

I wish to acknowledge the significant help received in this effort from certain individuals: Mary Beck and Anita Aryeetey, Office of Management and Budget; Adrienne Karamihas and James Song, Montgomery County Public Schools; Holger Serrano, Department of Transportation; Ernie Lunsford and Jim Stiles, Department of General Services; Carl Morgan, Maryland-National Capital Park and Planning Commission; John McLean and Kristina Schramm, Montgomery College; and Linda Price and the capital budget analysts on the Council staff.

I. PARK AND PLANNING BONDS

The Council concurred entirely with the County Executive's recommendations for projects funded by bonds issued by the Maryland-National Capital Park and Planning Commission. Since the Executive's recommendations are within the Spending Affordability guidelines for these bonds, Park and Planning Bond expenditures are reconciled with revenues in FYs13-18.

II. RECORDATION TAXES (©1)

This spring the Department of Finance projected that revenue from the School Recordation Tax, which is dedicated to MCPS projects and Montgomery College information technology projects, would fall short by \$12,585,000 in FYs13-18. This reconciliation depends upon the following actions to reconcile expenditures to revenue:

- Substitute \$5,004,000 of School Recordation Tax revenue for Current Revenue in Technology Modernization: MCPS (©3).
- Substitute \$5,795,000 of Current Revenue for School Recordation Tax revenue in Network Operating Center: College (©4).
- Substitute \$858,000 of Current Revenue for School Recordation Tax revenue in Information Technology: College (©5).
- Substitute \$10,936,000 of G.O. Bond proceeds for School Recordation Tax revenue in Current Replacements/Modernizations.
- Accelerate \$1,130,000 of School Recordation Tax revenue from FY16 to FY13 in Information Technology: College (©5), bringing the FY13 funding in this project back to the \$4,000,000 level that the Council had tentatively approved prior to the April 17 initial CIP Reconciliation.

For the Recordation Tax Premium, this reconciliation depends upon the following actions:

- Substitute \$3,000,000 of Recordation Tax Premium revenue for Current Revenue in FY13 in Street Tree Preservation (©6).
- Substitute \$1,185,000 of G.O. Bond proceeds for Recordation Tax Premium revenue in FY13 in Traffic Signal System Modernization (©7).
- Substitute \$1,815,000 of G.O. Bond proceeds for Recordation Tax Premium revenue in FY13 in Residential & Rural Road Rehabilitation (©8).

III. IMPACT TAXES (©1)

School Impact Tax proceeds can be used only for those MCPS projects that add capacity: new or reopened schools, additions, and the portions of modernizations that add permanent classrooms. In February the Council concurred with staff's finding that the Executive's January 17 assumption for School Impact Tax revenue in FYs13-18 was too high by \$33,992,000, and so to offset most of this projected shortfall the Council tentatively approved \$6,000,000 more annually in PAYGO for FYs14-18.

School Impact Tax revenue in FY12 has come in higher than was anticipated last winter. In FY12 \$14,480,000 had been budgeted in the CIP to be funded with School Impact Tax proceeds. With the passage of Bill 26-11, the Department of Finance estimated that only \$7,145,000 would be collected in FY12. However, this spring Finance raised its estimate to \$10,344,000, based on collections by then, and this increment reduced the projected shortfall. The remaining shortfall is being covered primarily by the \$12,979,000 in the FY12 G.O. Bond reserve and several small funding switches.

Subsequently, Council staff has checked in with Finance, and through April 30 it has collected about \$12,928,000 in School Impact Tax revenue, \$2,584,000 higher than has been assumed to date by the Executive. This second increment is available for programming.

Therefore, for the School Impact Tax, this reconciliation relies on the following actions:

- Substitute \$33,992,000 of G.O. Bond proceeds for School Impact Tax revenue in various MCPS projects that add capacity. MCPS, Executive, and Council staffs will work collaboratively to select the projects where these funds would be substituted.
- Substitute \$2,584,000 of School Impact Tax revenue for G.O. Bond proceeds in Clarksburg Cluster ES (Clarksburg Village Site #1) (©9).

Similarly, Transportation Impact Tax revenue in FY12 has come in higher than anticipated. Initially only \$1,410,000 was expected, but Finance upped that estimate to \$4,194,000 based on collections through the early spring. By April 30, however, Finance has collected about \$4,823,000, or \$629,000 more. This, too, is available for programming.

Therefore, for the Transportation Impact Tax, this reconciliation relies on the following actions:

- Substitute \$2,675,000 of Transportation Impact Tax revenue for Current Revenue in Facility Planning-Transportation (©10).
- Substitute \$1,922,000 of G.O. Bonds for Transportation Impact Tax revenue in Montrose Parkway East (©11).
- Substitute \$629,000 of Transportation Impact Tax revenue for G.O. Bond proceeds in Montrose Parkway East (©11).
- Substitute \$753,000 of G.O. Bond proceeds for Transportation Impact Tax revenue in Goshen Road South (©12).

IV. CURRENT REVENUE (©1)

To date the Council has tentatively programmed \$3,920,000 more Current Revenue in FY13-18 than was programmed in the Recommended CIP. However, as part of his Budget Adjustments, the Executive recommended using \$6,047,000 from the Fiscal Plan. This reconciliation depends upon the following actions in order to match expenditure to revenue in each year, and to free up \$6,725,000 for the FY13 Operating Budget:

- Accept the Executive's assumption to use \$6,047,000 from the Fiscal Plan for Current Revenue.
- Substitute \$5,795,000 and \$858,000 of Current Revenue for School Recordation Tax revenue in Network Operating Center: College and Information Technology: College, respectively, as noted above (©4-5).
- Substitute \$5,004,000 of School Recordation Tax revenue for Current Revenue in Technology Modernization: MCPS, as noted above (©3).
- Substitute \$2,675,000 of Transportation Impact Tax revenue for Current Revenue in Facility Planning-Transportation, as noted above (©10).
- Substitute \$3,000,000 of Recordation Tax Premium revenue for Current Revenue in Street Tree Maintenance, as noted above (©6).

V. GENERAL OBLIGATION BONDS AND PAYGO (©2)

The Council's actions to date have produced G.O. Bond expenditures about \$32.2 million higher than available revenues. This reconciliation depends upon the following resource assumptions:

- Assume \$6,000,000 more annually in PAYGO in FYs14-18 to partially offset the \$34,992,000 reduction in the School Impact Tax forecast. The Council approved this assumption in February (see above).
- Assume an additional \$20,000,000 more annually in PAYGO in FYs15-18 that would otherwise be available for agency use in those years.

The Fiscal Plan has assumed the funds available for agency use would grow at about 3% annually from FY15 on; these two increments of PAYGO would reduce that growth rate by about 0.7%/year. The PAYGO levels (and their percent of G.O. Bond funding) in the CIP period would be as follows:

	PAYGO	% of GO
FY13	\$29,500,000	10.0
FY14	\$35,500,000	12.0
FY15	\$55,500,000	18.8
FY16	\$55,500,000	18.8
FY17	\$55,500,000	18.8
FY18	\$55,500,000	18.8
Total	\$287,000,000	16.2

- Assume the Executive's \$8,270,000 in additional resources in his spring CIP Budget Adjustments.

- Assume Finance's updated inflation projections, which have the net effect of increasing resources by \$163,000 in the six-year period.

This reconciliation depends upon the following changes in funding sources, most of which were noted earlier in this packet:

- Substitute \$33,992,000 of G.O. Bond proceeds for School Impact Tax revenue in various MCPS capacity projects. The projects will be identified by MCPS, OMB, and Council staffs.
- Substitute \$10,936,000 of G.O. Bond proceeds for School Recordation Tax revenue in Current Replacements/Modernizations.
- Substitute \$1,185,000 and \$1,815,000 of G.O. Bond proceeds for Recordation Tax Premium revenue in Traffic Signal System Modernization (©7) and Residential and Rural Road Rehabilitation (©8), respectively.
- Substitute \$1,922,000 and \$753,000 of G.O. Bond proceeds for Transportation Impact Tax revenue in Montrose Parkway East (©11) and Goshen Road South (©12), respectively.
- Substitute \$629,000 of Transportation Impact Tax revenue for G.O. Bond proceeds in FY13 in Montrose Parkway East (©11).
- Substitute \$2,584,000 of School Impact Tax revenue for G.O. Bond proceeds in FY13 in Clarksburg Cluster ES (Clarksburg Village Site #1) (©9).

The Council approved School Facility Payments as part of the 2007-2009 Growth Policy. Under this provision, where a proposed residential development is in a cluster where one or more level (ES, MS, or HS) is 5-20% over program capacity 5 years into the future, that development can be approved by the Planning Board if it pays a School Facilities Payment when it would also pay its School Impact Tax. To date the County has collected about \$170,000 in School Facility Payments. The funds can only be used for projects that address the particular capacity issue that cause the payments to be made in the first place. This reconciliation also depends upon the following:

- Substitute \$6,000 of School Facility Payment revenue for G.O. Bond proceeds in FY13 in Bradley Hills ES Addition (©13).
- Substitute \$164,000 of School Facility Payment revenue for G.O. Bond proceeds in FY13 in North Chevy Chase ES Addition (©14).

This reconciliation depends upon the following changes in funding schedules:

- Add back \$41,278,000 in G.O. Bond proceeds in FYs15-18 in Public Safety Headquarters to reimburse the General Fund for Interim Financing of this facility (©15). The Executive had recommended a total payback of \$105,423,000 in FYs15-18. As part of its April 17 reconciliation the Council deferred \$52,701,000 of this payback from FYs15-16 to FYs19-20 (beyond the CIP period); this will restore most of it within the six-year period. Together with its decision to reduce the scope and cost of Snouffer School Road North (funded with Interim Finance) by \$8,581,000, and to program \$5,620,000 for payback in MCPS Food Distribution Facility, the Council's action provides a combination of more payback and less issuance of Interim Finance than recommended by the Executive, by \$2,778,000. On the other hand, more of

the Council's Interim Finance payback would be in the latter two years of the CIP. A year-by-year comparison is shown below:

Comparison to Executive's Request re Interim Financing (\$000)								Notes
	FY13	FY14	FY15	FY16	FY17	FY18	FY13-18	
Snouffer School Road North	208	138	4,715	3,520	0	0	8,581	Less Issued
MCPS Food Distribution Fac.	0	0	0	0	2,810	2,810	5,620	More Payback
Public Safety Headquarters	0	0	-20,340	-16,861	2,139	23,639	-11,423	Less Payback
Difference	208	138	-15,625	-13,341	4,949	26,449	2,778	

- Defer \$6,500,000 of funds for land acquisition in Montrose Parkway East from FY13 to FYs14-15 (©11). Until now the assumption is that the land in the segment being designed by the State Highway Administration—between Rockville Pike and Parklawn Drive—would be acquired entirely in FY13. (The cost estimate for this land is \$7,000,000.) However, SHA estimates that its design of this segment will not be substantially completed until late in FY13, and it is unrealistic that much the land can be acquired until the design is complete. SHA does not have a schedule yet for land acquisition. Based on other projects of this magnitude, Council staff assumes that land acquisition of this segment should be spread over two more years: \$500,000 in FY13, \$3,000,000 in FY14, and \$3,500,000 in FY15.
- Accelerate \$7,500,000 in several transportation infrastructure maintenance projects from FYs14-15 to FY13. The Council is already assuming approval of the Executive's FY13 requests for these projects. This would accelerate \$2,000,000 each in Sidewalk and Infrastructure Revitalization (©16), Primary/Arterial Resurfacing (©17), and Residential Road Resurfacing (©18), and \$1,500,000 in Permanent Patching (©19).
- Accelerate \$200,000 from FY14 to FY13 in Rock Creek Maintenance Facility (©20). In the April 17 reconciliation the Council deferred funding in this project by a year, but it left no funds in FY13 to continue its design, which started in FY12.
- Decelerate \$5,356,000 (\$2,678,000 each in G.O. Bond proceeds and State funding) from FY16 to FY17 in Rockville Student Services Center (©21). The Council has already decided to program the completion of this project in FY17 rather than FY16; this change simply aligns the construction funding between the two "construction years" the way the College had proposed, albeit a year later.

Finally, this reconciliation includes technical adjustments to expenditure schedules of several projects or subprojects, provided to Council staff by agency capital budget managers. These technical adjustments shift funds to other years, but do not affect their actual production schedules (©2, 22-28).

VI. THE FINAL G.O. BOND CAPITAL RESERVE (©2)

The final capital reserve for G.O. Bonds in FY13-18 CIP as a result of this reconciliation proposal is \$180,478,000, \$3,585,000 lower than the \$184,063,000 assumed by the Executive in January. However, the Council is programming B-CC Cluster HS Solution, which is essentially a designated reserve. Therefore, effectively the reserve is really \$184,876,000, slightly higher than the January assumption.

Recordation Tax Premium (\$000)								
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY13-18	Comments
Council, thru May 15	0	0	0	0	0	0	0	
Traffic Signal System Mod.	-1,185						-1,185	Substitute with GO Bonds
Residential & Rural Road Rehab.	-1,815						-1,815	Substitute with GO Bonds
Street Tree Maintenance	3,000						3,000	Substitute for Current Revenue
Gap	0	0	0	0	0	0	0	
School Recordation Tax (\$000)								
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY13-18	Comments
Council, thru May 15	0	0	0	0	0	0	0	
Reduction in resources	2,136	1,795	1,796	2,132	2,354	2,372	12,585	Finance's updated revenue estimate
Network Operating Center: Coll.		-1,795			-2,000	-2,000	-5,795	Substitute with Current Revenue
Tech. Modernization: MCPS		3,446	979	579			5,004	Substitute for Current Revenue
Information Technology: College	1,130			-1,130			0	Accelerate funds to reach \$4M in FY13
Information Technology: College				-132	-354	-372	-858	Substitute with Current Revenue
Current Modernizations	-3,266	-3,446	-2,775	-1,449			-10,936	Substitute with GO Bonds
Gap	0	0	0	0	0	0	0	
CIP Reconciliation: School Impact Tax (\$000)								
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY13-18	Comments
Council, thru May 15	0	0	0	0	0	0	0	
Reduced resources	-159	6,792	5,133	7,330	6,669	8,227	33,992	Council's lower February 7 estimate
GO Bond substitution	159	-6,792	-5,133	-7,330	-6,669	-8,227	-33,992	Substitute with GO Bonds
Additional resources	-2,584						-2,584	Revenue thru April = \$2,584K above estim.
Clarksburg Cluster ES (Site #1)	2,584						2,584	Substitute for GO Bonds
Gap	0	0	0	0	0	0	0	
CIP Reconciliation: Transportation Impact Tax (\$000)								
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY13-18	Comments
Council, thru May 15	0	0	0	0	0	0	0	
Additional resources	-629						-629	Revenue thru April = \$629K above estimate
Montrose Parkway East	629						629	Substitute for GO Bonds
Facility Planning-Transportation	1,012	143			610	910	2,675	Substitute for Current Revenue
Montrose Parkway East	-1,012					-910	-1,922	Substitute with GO Bonds
Goshen Road South		-143			-610		-753	Substitute with GO Bonds
Gap	0	0	0	0	0	0	0	
CIP Reconciliation: Current Revenue (\$000)								
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY13-18	Comments
Council, thru May 15	2,142	2,990	1,397	447	-1,744	-1,462	3,770	
Increased CR Resources	-4,855	-774	-418				-6,047	As per Exec. Rec. Op. Budget, March 15
Street Tree Maintenance	-3,000						-3,000	Substitute with Recordation Tax Premium
County Service Park Infra. Imps.		-422					-422	Program all funds in FY13
Network Operating Center: Coll.		1,795			2,000	2,000	5,795	Substitute for School Recordation Tax
Information Technology: College				132	354	372	858	Substitute for School Recordation Tax
Tech. Modernization: MCPS		-3,446	-979	-579			-5,004	Substitute with School Recordation Tax
Facility Planning-Transportation	-1,012	-143			-610	-910	-2,675	Substitute with Transportation Impact Tax
Surplus	-6,725	0	0	0	0	0	-6,725	Release to Operating Budget

	CIP Reconciliation: G.O. Bonds (\$000)							
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY13-18	Comments
Council, thru May 15	814	2,938	9,987	6,789	8,728	2,937	32,193	
Change resources								
Inflation adjustment			187		-177	-173	-163	March 2012 assumption
PAYGO added to offset Sch Imp Tax		-6,000	-5,834	-5,683	-5,536	-5,391	-28,444	Add \$6M/year in FYs14-18
PAYGO added from Agency Uses			-19,446	-18,944	-18,455	-17,970	-74,815	Add \$20M/year in FYs15-18
Resources for Exec's Budget Am.	-4,134	-318	-3,148	-226	-175	-269	-8,270	Slippage credit in Exec's Budget Adjustments
Change funding sources								
Various MCPS capacity projects	-159	6,792	5,133	7,330	6,669	8,227	33,992	Substitute for School Impact Tax
Current Modernizations	3,266	3,446	2,775	1,449			10,936	Substitute for School Recordation Tax
Traffic Signal System Mod.	1,185						1,185	Substitute for Recordation Tax Premium
Residential & Rural Road Rehab.	1,815						1,815	Substitute for Recordation Tax Premium
Montrose Parkway East	-629						-629	Substitute with Transportation Impact Tax
Montrose Parkway East	1,012					910	1,922	Substitute for Transportation Impact Tax
Goshen Road South		143			610		753	Substitute for Transportation Impact Tax
Clarksburg Cluster ES (Site #1)	-2,584						-2,584	Substitute with School Impact Tax
Bradley Hills ES Addition	-6						-6	Substitute with School Facility Payment
North Chevy Chase ES Addition	-164						-164	Substitute with School Facility Payment
Change funding schedules								
MCPS								
Seneca Valley HS Modernization						-4,000	-4,000	Technical adjustment
Maryvale ES/Sandburg Mod.						-414	-414	Technical adjustment
Luxmanor ES Modernization						-1,000	-1,000	Technical adjustment
Clarksburg/Damascus MS (New)			-2,000	2,000			0	Technical adjustment
Northwest ES #8 (New)					-1,000	1,000	0	Technical adjustment
MNCPPC								
Brookside Gardens MP Imp.	-90	-1,295	1,385				0	Technical adjustment
Rock Creek Maintenance Facility	200	-200					0	Re-accelerate \$200K for design to FY13
College								
Macklin Tower Alterations	-1,300	-500	1,800				0	Technical adjustment
Germantown Observation Drive	-350	-50	400				0	Technical adjustment
Rockville Student Services Center				-2,678	2,678		0	Match College's 2-year spread of const. funds
County Government								
Good Hope Recreation Center	-194	-2,822	1,372	1,779	28		163	Technical adjustment
Good Hope Recreation Center	-163						-163	Slippage adjustment
Montrose Parkway East	-6,500	3,000	3,500				0	State segment land acq. mostly in FYs14-15
Sidewalk & Infra. Revitalization	2,000	-1,000	-1,000				0	Accelerate \$2M from FYs14-15 to FY13
Permanent Patching	1,500	-1,500					0	Accelerate \$1.5M from FY14 to FY13
Primary/Arterial Resurfacing	2,000	-1,000	-1,000				0	Accelerate \$2M from FYs14-15 to FY13
Residential Road Resurfacing	2,000	-2,000					0	Accelerate \$2M from FY14 to FY13
Public Safety Headquarters			6,000	9,500	8,139	17,639	41,278	Add payback of Interim Finance
Change since Jan. 15 Rec. CIP	-481	-366	111	1,316	1,509	1,496	3,585	
Starting reserve (January 2012)	-9,381	-14,506	-20,022	-30,068	-50,056	-60,030	-184,063	
Starting reserve (July 2012)	-9,862	-14,872	-19,911	-28,752	-48,547	-58,534	-180,478	
Effective reserve (July 2012)	-9,862	-14,872	-20,068	-30,054	-49,746	-60,274	-184,876	If B-CC Cluster HS Solution counted in reserve

(N)

Technology Modernization -- No. 036510

Category
Subcategory
Administering Agency
Planning Area

Montgomery County Public Schools
Countywide
MCPS
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 22, 2011
No
None
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	247647	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision		266,400	98,182	18,178	140,740	21,847	25,450	26,806	26,358	23,997	25,277	0
Land		0	0	0	13,127	20,547	22,058	22,758	22,538	21,358	21,588	0
Site Improvements and Utilities		0	0	0	0	0	0	0	0	0	0	0
Construction		0	0	0	0	0	0	0	0	0	0	0
Other		0	0	0	13,127	20,547	22,058	22,758	22,538	21,358	21,588	0
Total	247647	266,400	98,182	18,178	140,740	21,847	25,450	26,806	26,358	23,997	25,277	0

FUNDING SCHEDULE (\$000)

	151375	474,892	19,631	5,578	140,623	21,730	25,456	26,805	26,358	23,997	25,277	0
Current Revenue: General		7,327	5,300	2,027	0	0	0	0	0	0	0	0
Federal Aid		83,941	73,251	10,573	5,214	35,631	975	575	0	0	0	0
Current Revenue: Recordation Tax												
Total	247647	266,400	98,182	18,178	140,740	21,847	25,450	26,806	26,358	23,997	25,277	0

DESCRIPTION

The Technology Modernization (Tech Mod) project is a key component of the MCPS strategic technology plan, Educational Technology for 21st Century Learning. This plan builds upon the following four goals: students will use technology to become actively engaged in learning, schools will address the digital divide through equitable access to technology, staff will improve technology skills through professional development, and staff will use technology to improve productivity and results.

An FY 2005 appropriation was approved to roll-out the implementation of the technology modernization program. This project will update schools' technology hardware, software, and network infrastructure on a four-year replacement cycle, with a 5:1 computer/student ratio. The County Council, in the adopted FY 2005-2010 CIP reduced the Board of Education's request for the outyears of the FY 2005-2010 CIP by \$10.945 million. An FY 2006 appropriation and amendment to the FY 2005-2010 CIP was approved to continue the rollout plan. An FY 2007 appropriation was approved to continue this level of effort project. The expenditures for FY 2007 reflect three years of finance payments, as originally planned, in addition to the current year refreshment costs. The expenditures in the outyears represent the ongoing costs of a four-year refreshment cycle. An FY 2008 appropriation was approved to continue this project.

The Board of Education, in the Requested FY 2009 Capital Budget and FY 2009-2014 CIP, included additional funding for new initiatives for the Technology Modernization program. On May 22, 2008, the County Council approved an FY 2009 appropriation as requested by the Board of Education; however, the County Council reduced the expenditures earmarked for the Middle School Initiative program for FY 2010-2014. In FY 2009, MCPS purchased and installed interactive classroom technology systems in approximately 2/3 of all secondary classrooms. The total cost is projected at \$13.3 million, financed over a four-year period (\$3.4M from FY 2009-2012). The funding source for the initiative is anticipated to be Federal e-rate funds. The Federal e-rate funds programmed in this PDF consist of available unspent e-rate balance: \$1.8M in FY 2010, \$1.8M in FY 2011, and \$327K in FY 2012. In addition, MCPS projects future e-rate funding of \$1.8M each year (FY 2010-2012) that may be used to support the payment obligation pending receipt and appropriation. No county funds may be spent for the initiative payment obligation in FY 2010-2012 without prior Council approval.

This PDF reflects a decrease in the FY 2010 appropriation and FY 2010-2012 expenditures as requested by the Board of Education. The decrease in expenditures will temporarily extend the MCPS desktop replacement cycle from four to five years. The County Council will reconsider how to resume the four-year replacement cycle in a future CIP. An FY 2011 appropriation was approved; however, it was \$1.011 million less than the Board of Education's request. The appropriation will continue the technology modernization project and fund one additional staff position for this project. During the County Council's reconciliation of the amended FY 2011-2016 CIP, the Board of Education's requested FY 2012 appropriation was reduced by \$3.023 million due to a shortfall in Recordation Tax revenue. An FY 2013 appropriation is requested to continue the technology modernization project and return to a four-year replacement cycle starting in FY 2013.

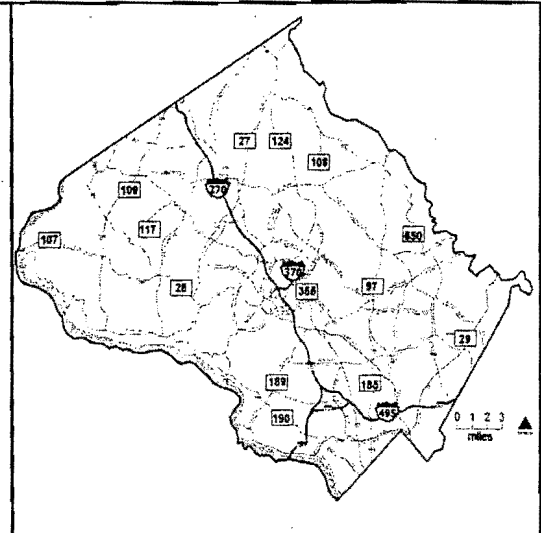
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY00	0
Current Scope		
Last FY's Cost Estimate		216,755
Appropriation Request	FY13	21,847
Appropriation Request Est.	FY14	25,450
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		116,360
Expenditures / Encumbrances		99,105
Unencumbered Balance		17,255
Partial Closeout Thru	FY10	16,050
New Partial Closeout	FY11	0
Total Partial Closeout		16,050

COORDINATION

(\$000)	FY 13	FYs 14-18
Salaries and Wages:	1893	9465
Fringe Benefits:	807	4035
Workyears:	20.5	102.5

20547
22058



Network Operating Center -- No. 076618

Category
Subcategory
Administering Agency
Planning Area

Montgomery College
Higher Education
Montgomery College
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

September 29, 2011
No
None
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,201	1,900	221	1,080	180	180	180	180	180	180	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,633	2,933	100	600	100	100	100	100	100	100	0
Other	16,420	2,936	3,164	10,320	1,720	1,720	1,720	1,720	1,720	1,720	0
Total	23,254	7,769	3,485	12,000	2,000	2,000	2,000	2,000	2,000	2,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	13611	7016	7,286	530	5795.0	0	1795.0	0	0	2000.0	2000.0	0
Current Revenue: Recordation Tax	9643	15,438	483	2,955	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0
Total	23,254	7,769	3,485	12,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0
Work Years					2.0	2.0	2.0	2.0	2.0	2.0	2.0	

DESCRIPTION

The purpose of this project is to establish and maintain a Network Operating Center (NOC) on the Takoma Park/Silver Spring Campus and related central sites, and to provide for planned (lifecycle) technology replacements. The NOC houses the technology for and is from which control is exercised over the College's instructional, academic, and administrative computing systems. This project also funds staff for monitoring security, cybersecurity, disaster recovery and redundant systems to help insure the integrity of the NOC. Two (2) staff positions are included in the project.

JUSTIFICATION

The College has a need for more instructional space on the Rockville Campus and Information Technology has outgrown the space in the Computer Science Building. This space has housed the Network Operating Center (formerly known as the computer room) for nearly 25 years and was originally constructed to accommodate two mainframes, peripherals and extremely limited "terminals." This same space now houses 179 servers and the telecommunications necessary to connect over 8,000 microcomputers and technology related components. The new NOC will also allow the College to improve availability with upgraded disaster recovery components, security firewalls and security systems. The planned lifecycle asset replacement and upgrades are a critical component of maintaining a state of the marketplace hardware and operating software, complement within each campus center.

Information Technology Strategic Plan: FY2011-2013 - The three goals of the ITSP are the use of information technology to (1) facilitate student success; (2) effectively and efficiently operate the College; and (3) support the College's growth, development and community initiatives. The ITSP is an overall strategic plan that provides a cost effective and efficient vision for instructional, academic and administrative systems; and serves as a basis for preparing unit plans and budget requests for the plan's implementation.

OTHER

The College's annually updated ITSP for FY11-FY13 supports the current, and serves as documentation, for future funding requests. The ITSP is a comprehensive plan covering information technology activities funded from all budget sources for an integrated and complete plan for the College.

By County Council Resolution No. 16-1261, the FY10 savings plan, the cumulative appropriation was reduced by \$146,000 (Current Revenue: General) in FY10.

FY13 Appropriation: \$2,000,000 (Current Revenue: ~~General~~ *Recordation Tax*).

FY14 Appropriation: ~~\$2,000,000~~ *\$1,780,000* (Current Revenue: General) and *\$205,000* (Current Revenue: *Recordation Tax*)

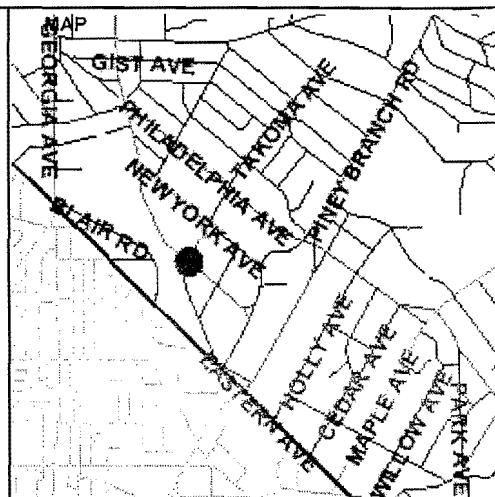
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY13	23,254
Current Scope		
Last FY's Cost Estimate		19,254
Appropriation Request	FY13	2,000
Appropriation Request Est.	FY14	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,254
Expenditures / Encumbrances		7,988
Unencumbered Balance		3,266
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Cafritz Foundation Arts Center (CIP# 056604)
Computer Science Alterations (CIP# 046602)



Agency Request

10/3/2011 4:36:41PM

Information Technology: College -- No. 856509

Category
Subcategory
Administering Agency
Planning Area

Montgomery College
Higher Education
Montgomery College
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 07, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	15,549	15,255	294	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	22,275	18,541	734	3,000	500	500	500	500	500	500	0
Other	98,423	44,107	11,946	42,370	3,500	2,270	8,000	8,000	8,000	8,000	0
Total	136,247	77,903	12,974	45,370	4,000	2,270	8,500	8,500	8,500	8,500	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	66817	66,859	22,680	6,487	36,792	2,870	7,458	7,483	6,559	6,327	6,579	0
Current Revenue: Recordation Tax	6786	63,644	48,579	6,487	7,020	8,670	1,042	1,017	911	2,473	1,819	0
G.O. Bonds		4,603	4,603	0	0	0	0	0	0	0	0	0
PAYGO		2,041	2,041	0	0	0	0	0	0	0	0	0
Total	136,247	77,903	72,974	45,370	4,000	2,270	8,500	8,500	7,370	8,500	8,500	0
WorkYears					4.0	4.0	4.0	4.0	4.0	4.0	4.0	

DESCRIPTION

This project provides for the design and installation/construction of College Information Technology (IT) systems including data, video, cybersecurity, software services, and voice applications; and associated cable systems, equipment closet, and IT space construction; and the replacement/upgrade of IT equipment to meet current requirements. The project also includes installation and furnishing of technology in classrooms, labs and offices. These IT systems support and enhance the College's instructional programs, student services including counseling, admissions, registration, etc., and administrative computing requirements for finance, human resources, institutional advancement, workforce development and continuing education, etc., and are implemented in accordance with the College's Information Technology Strategic Plan (ITSP). The Office of Information Technology (OIT) determines and recommends the hardware and software to be purchased based on project need. OIT is responsible for equipment purchases, monitoring of systems results, and providing assistance during implementation and on-going technology reviews and analysis. Four (4) staff positions are funded here.

COST CHANGE

The cost change reflects an FY13 reduction due to carryover amounts available from prior years, and the addition of FY17-18 expenditures.

JUSTIFICATION

To meet current and projected technical standards for data, video, and voice communications the College installs complete IT, telecommunications and learning center systems at each campus, the central administration building and all instructional sites. The new systems allow replacement of aging systems for data and video applications; provide for updated networking capabilities; provide necessary security and monitoring capabilities; establish learning centers for classrooms and labs, and for distributed instruction; and allow expanded opportunities for linking with external information technology services.

Information Technology Strategic Plan (ITSP) - The ITSP is a comprehensive plan covering IT activities funded from all budget sources for an integrated and complete plan for the College. Updated annually, the ITSP is the supporting document for both current and future funding requests. The plans' three goals are the use of IT to (1) facilitate students' success; (2) effectively and efficiently operate the College; and (3) support the College's growth, development, and community initiatives. The ITSP is an overall strategic plan that provides a cost effective and efficient vision for instructional, academic and administrative systems; and serves as a basis for preparing unit plans and budget requests for project implementation. In addition, the ITSP helps meet student requirements for IT tools and instruction in preparation for career opportunities and transfer programs to four-year institutions. Use of state-of-the-market hardware and technology capabilities are required to attract and serve students, as well as serving the business community by upgrading work force technology skills and providing a base for continued economic development in the county.

OTHER

The following fund transfers have been made from this project: \$1,300,000 to the Takoma Park Campus Expansion project (CIP No. 996662) (BOT Resol. #07-01-005, 1/16/2007); 300,000 to the Student Learning Support Systems project (CIP No. 076617). The following fund transfers have been made to this project: \$111,000 from the Planning, Design and Construction project (CIP No. 906605), and \$25,000 from the Facilities Planning: College project (CIP No. 886886) to this project (BOT Resol. #91-56, 5/20/1991); the project appropriation was reduced by \$559,000 in FY92.

FY2013 Appropriation: ~~\$2,870,000~~ Current Revenue: General

FY2014 Appropriation: Total \$8,500,000; \$7,458,000 (Current Revenue: General) and \$1,042,000,000 (Current Revenue: Recordation Tax).

OTHER DISCLOSURES

* Expenditures will continue indefinitely. \$4,000,000

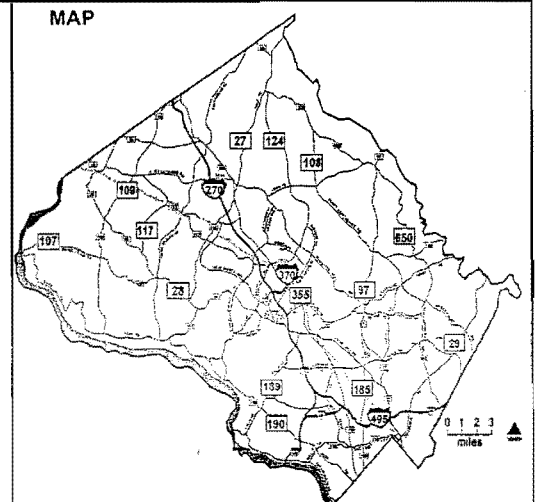
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate	FY13	136,247
Current Scope		
Last FY's Cost Estimate		125,954
Appropriation Request	FY13	4000 2,270
Appropriation Request Est.	FY14	8,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		90,877
Expenditures / Encumbrances		77,903
Unencumbered Balance		12,974
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Information Technology (IT) Strategic Plan
New Building Construction projects
Campus Building Renovation projects

MAP



Street Tree Preservation -- No. 500700

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,132	59	298	2,775	450	525	450	450	450	450	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,762	4,806	1,231	15,725	2,550	2,975	2,550	2,550	2,550	2,550	0
Other	6	5	1	0	0	0	0	0	0	0	0
Total	24,900	4,870	1,530	18,500	3,000	3,500	3,000	3,000	3,000	3,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	2,442	24,442	4,412	1,530	18,500	3,000	3,500	3,000	3,000	3,000	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Total	24,900	4,870	1,530	18,500	3,000	3,500	3,000	3,000	3,000	3,000	0

DESCRIPTION	Relocation Tax Premium	3,000	0	0	3,000	3,000	0	0	0	0	0
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This project provides for the preservation of street trees through proactive pruning that will reduce hazardous situations to pedestrians and motorists, help reduce power outages in the county, preserve the health and longevity of trees, decrease property damage incurred from tree debris during storms, correct structural imbalances/defects that cause future hazardous situations and that shorten the lifespan of the trees, improve aesthetics and adjacent property values, improve sight distance for increased safety, and provide clearance from street lights for a safer environment. Proactive pruning will prevent premature deterioration, decrease liability, reduce storm damage potential and costs, improve appearance, and enhance the condition of street trees.

COST CHANGE

Increase in FY14 to address tree pruning backlog; Increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County. The street tree population has now increased from an estimated 200,000 to over 400,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided.

A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning unless a hazardous situation occurs. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, increased public security risks, and increased liability claims. Healthy street trees that have been pruned on a regular cycle better provide a myriad of public benefits including energy savings, a safer environment, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and storm water management enhancement.

Failure to prune trees in a timely manner can result in trees becoming diseased or damaged and pose a threat to public safety. Over the long-term, it is more cost effective if scheduled maintenance is performed.

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. (Recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995)). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent, and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for storm water management facilities.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY07	(\$000)	Maryland-National Capital Park and Planning Commission		
First Cost Estimate			Department of Environmental Protection		
Current Scope	FY13	24,900	Maryland Department of Natural Resources		
Last FY's Cost Estimate		18,400	Utility companies		
Appropriation Request	FY13	3,000			
Appropriation Request Est.	FY14	3,500			
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		6,400			
Expenditures / Encumbrances		4,884			
Unencumbered Balance		1,516			
Partial Closeout Thru	FY10	0			
New Partial Closeout	FY11	0			
Total Partial Closeout		0			

Traffic Signal System Modernization -- No. 500704

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	7,940	5,296	452	2,192	548	548	548	548	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	27,841	6,458	12,803	8,580	3,112	2,564	1,452	1,452	0	0	0
Construction	56	56	0	0	0	0	0	0	0	0	0
Other	60	46	14	0	0	0	0	0	0	0	0
Total	35,897	11,856	13,269	10,772	3,660	3,112	2,000	2,000	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	1,625	355	1,270	0	0	0	0	0	0	0	0
G.O. Bonds	14,309 15,494	4,454	9,855	1185 0	0	0	0	0	0	0	0
Recordation Tax Premium	2,963 6,778	5,047	144	572,772 475,668	1,112	0	0	0	0	0	0
State Aid	12,000	2,000	2,000	8,000	2,000	2,000	2,000	2,000	0	0	0
Total	35,897	11,856	13,269	10,772	3,660	3,112	2,000	2,000	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				1,745	250	295	300	300	300	300
Program-Staff				450	50	50	50	100	100	100
Program-Other				27	3	3	3	6	6	6
Net Impact				2,222	303	348	353	406	406	406
WorkYears					1.0	1.0	1.0	2.0	2.0	2.0

DESCRIPTION

This project provides for the modernization of the county's aged traffic signal system. Phase I consisted of planning, requirements development, systems engineering and testing. Phase II consists of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant.

Phase I was completed in FY08. Phase II implementation commenced in FY09. As a result of the November 2009 failure of the existing system, Phase II was refined into two sub-phases, A and B, so that replacement of the existing system could be accelerated. Phase IIA encompassed critical work that is necessary to deactivate the existing system. Phase IIB will include all other work that is not critical to replacement of the existing system.

ESTIMATED SCHEDULE

Phase I - complete, FY07-08
Phase IIA - in progress, FY09-12
Phase IIB - FY13-16

JUSTIFICATION

The existing traffic signal control system, though it has been highly reliable, is an aging system dependent on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the Advanced Transportation Management System (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands.

In November 2009, the existing traffic signal system experienced a failure that caused significant congestion and delays throughout the County for nearly two days. This event led to an acceleration of the schedule to replace the existing system.

The following reports were developed as part of the research, planning and system engineering work on this project. These reports documented the existing condition and need to modernize the existing signal control system, as well as the evaluation and engineering of specific components of the replacement system:

- White paper on the status and future of the traffic signal system in Montgomery County, March 2001;
- Concept of operations (rev 1.4), October 2007
- TSSM requirements (rev g), October 2007

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY12	35,897
Current Scope		
Last FY's Cost Estimate		35,897

Appropriation Request	FY13	3,660
Appropriation Request Est.	FY14	3,112
Supplemental Appropriation Request		0
Transfer		0

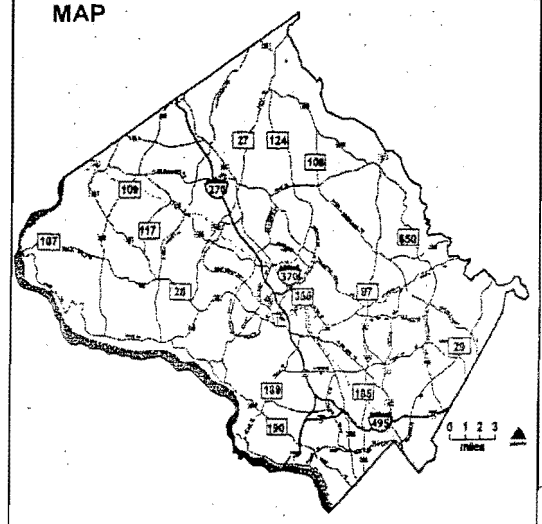
Cumulative Appropriation		25,125
Expenditures / Encumbrances		12,784
Unencumbered Balance		12,341

Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Advanced Transportation Management System
Fibernet
Traffic Signals Project
Department of Technology Services
Maryland State Highway Administration

MAP



(7)

Residential and Rural Road Rehabilitation -- No. 500914

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	7,870	5	1,475	6,390	990	1,080	1,080	1,080	1,080	1,080	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	47,119	6,739	4,170	36,210	5,610	6,120	6,120	6,120	6,120	6,120	0
Other	8	0	8	0	0	0	0	0	0	0	0
Total	54,997	6,744	5,653	42,600	6,600	7,200	7,200	7,200	7,200	7,200	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	47691	45,876	6,544	1,303	38,029	6,000	7,200	7,200	7,200	7,200	0
Recordation Tax Premium	7306	0,121	200	4,350	2,756	0	0	0	0	0	0
Total		54,997	6,744	5,653	42,600	6,600	7,200	7,200	7,200	7,200	0

DESCRIPTION

This project provides for the major rehabilitation of rural and residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, sub-grade drains, and curbs and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any. Pavement rehabilitation includes the replacement of existing failed pavement sections by the placement of an equivalent or increased pavement section. The rehabilitation usually requires the total removal and replacement of failed pavement exhibiting widespread areas of fatigue related distress, base failures and sub-grade failures.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory.

The updated 2010 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history.

A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- * Expenditures will continue indefinitely.

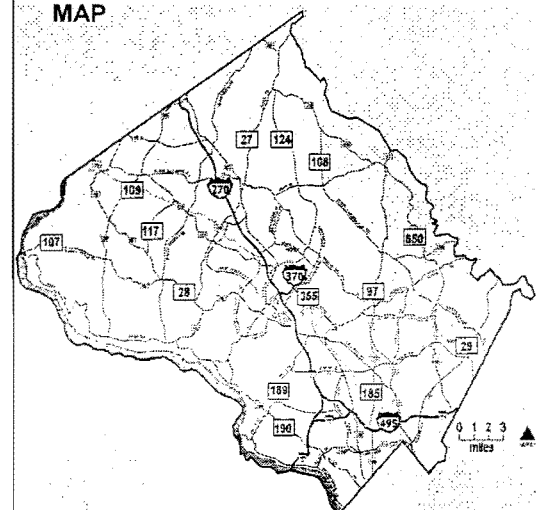
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY13	54,997
Last FY's Cost Estimate		40,297
Appropriation Request	FY13	6,600
Appropriation Request Est.	FY14	7,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,397
Expenditures / Encumbrances		6,853
Unencumbered Balance		5,539
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Suburban Sanitary Commission
Washington Gas Light Company
Department of Permitting Services
PEPCO
Cable TV
Verizon
Montgomery County Public Schools
Regional Services Centers
Community Associations
Commission on People with Disabilities

MAP



8

Clarksburg Cluster ES (Clarksburg Village Site #1) -- No. 116504

Category
Subcategory
Administering Agency
Planning Area

Montgomery County Public Schools
Individual Schools
MCPS
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 08, 2011
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,567	0	784	783	470	313	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,998	0	0	3,998	1,599	1,599	800	0	0	0	0
Construction	21,703	0	0	21,703	4,341	6,511	10,851	0	0	0	0
Other	950	0	0	950	0	190	760	0	0	0	0
Total	28,218	0	784	27,434	6,410	8,613	12,411	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	23,634	26,218	0	784	25,434	18,264,410	8,613	12,411	0	0	0
Schools Impact Tax	4,584	2,000	0	0	4,584	2,000	0	0	0	0	0
Total	28,218	28,218	0	784	27,434	6,410	8,613	12,411	0	0	0

DESCRIPTION

The Clarksburg Master Plan, approved in 1994, allows for the potential development of 15,000 housing units. Development of this community resulted in the formation of a new cluster of schools. Elementary School enrollment projections in the Clarksburg Cluster continue to increase dramatically throughout the FY 2011-2016 six-year CIP. This continued growth justifies the need for the opening of another elementary school in the Clarksburg Cluster. The new elementary school is intended to relieve overutilization at Cedar Grove, Clarksburg, and Little Bennett elementary schools.

An FY 2011 appropriation was requested for planning funds in the Board of Education's FY 2011-2016 CIP. However, due to fiscal constraints, the County Council, in the adopted FY 2011-2016 CIP, delayed this project one year. An FY 2012 appropriation was approved for planning funds. An FY 2013 appropriation is requested for construction funds. The project is now scheduled to be completed by August 2014.

CAPACITY

Program Capacity After Project: 740

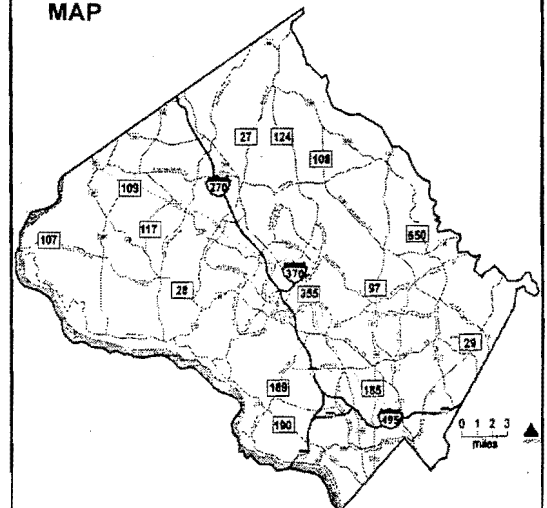
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY12	(\$000)
First Cost Estimate		
Current Scope	FY	0
Last FY's Cost Estimate		27,966
Appropriation Request	FY13	25,700
Appropriation Request Est.	FY14	951
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,567
Expenditures / Encumbrances		0
Unencumbered Balance		1,567
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Mandatory Referral - M-NCPPC
Department of Environmental Protection
Building Permits:
Code Review
Fire Marshall
Department of Transportation
Inspections
Sediment Control
Stormwater Management
WSSC Permits

MAP



Facility Planning-Transportation -- No. 509337

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	52,729	36,009	2,228	10,959	2,748	2,420	1,518	1,372	1,176	1,725	3,533
Land	455	455	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
Total	53,415	36,695	2,228	10,959	2,748	2,420	1,518	1,372	1,176	1,725	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	40409	43,084	30,624	1,403	4897.524	6541.668	812.955	1,007	995	566.1476	861.725
Impact Tax	4570	1,896	1,553	342	2675.0	1012.0	143.0	0	610	910.0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	1,849	250	0	0	0	0	0	0	0	0
Mass Transit Fund	3,814	1,826	212	1,776	365	523	511	377	0	0	0
Recordation Tax Premium	1,659	0	0	1,659	717	942	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	53,415	36,695	2,228	10,959	2,748	2,420	1,518	1,372	1,176	1,725	3,533

DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Transportation (DOT) will perform Phase I of facility planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation, Infrastructure, Energy, and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project.

COST CHANGE

Cost decrease due to deferral of certain studies, offset partially by: the addition of one new study for Summit Avenue Extended; the addition of FY17 and FY18; and the addition of overhead charges.

JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

OTHER

As part of the Midcounty Highway Study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition of heavy trucks, 11-foot wide travel lanes, and other parkway features.

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

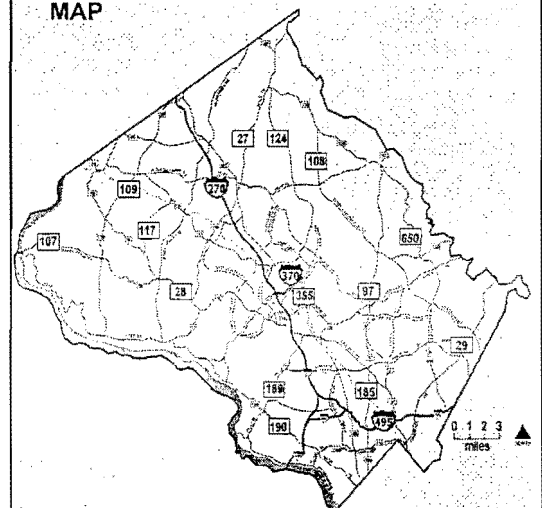
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY13	53,415
Current Scope		
Last FY's Cost Estimate		55,658
Appropriation Request	FY13	2,704
Appropriation Request Est.	FY14	1,510
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		40,627
Expenditures / Encumbrances		37,577
Unencumbered Balance		3,050
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland-National Park and Planning Commission
Maryland State Highway Administration
Maryland Department of the Environment
Maryland Department of Natural Resources
U.S. Army Corps of Engineers
Department of Permitting Services
Utilities
Municipalities
Affected communities
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee

MAP



Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,968	2,890	738	1,738	320	0	0	0	0	1,418	1,602
Land	16,520	2,096	5,600	8,824	23248.824	3000 -0	3500 -0	0	0	0	0
Site Improvements and Utilities	3,140	0	0	0	0	0	0	0	0	0	3,140
Construction	93,262	11	40	29,462	0	0	0	0	0	29,462	63,749
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,890	4,997	6,378	40,024	26449.144	3000 -0	3500 -0	0	0	30,880	68,491

FUNDING SCHEDULE (\$000)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	104855	403,562	3,776	6,378	38,888	38,095	1787,895	3000 -0	3500 -0	0	0
Impact Tax	8798	40,091	717	0	17362,020	866	1,249	0	0	0	0
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83
Recordation Tax Premium	5,650	0	0	0	0	0	0	0	0	0	5,650
Total	119,890	4,997	6,378	40,024	26449.144	3000 -0	3500 -0	0	0	30,880	68,491

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park (PA30) and Aspen Hill (PA27) Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between the eastern limit of the MD355/Montrose interchange and the intersection of Viers Mill Road and Parkland Drive. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Viers Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

ESTIMATED SCHEDULE

The design and right-of-way acquisition phase is expected to be complete in the Spring of ~~2013~~ ²⁰¹⁵. Due to fiscal constraints, construction is expected to start in FY18 and will be completed in approximately 3.5 years, according to the following funding schedule:

FY19: \$28,130,000 (construction)

FY20: \$23,000,000 (construction)

FY21: \$17,360,000 (construction and site improvements)

COST CHANGE

Cost increase due to inflation and overhead charges.

JUSTIFICATION

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as providing a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. The Phase I Facility Planning process was completed in June 2004 with a final project prospectus recommending implementation.

OTHER

Design of this project will take into consideration the master planned Veirs Mill Road Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the Parkway's maintenance and in emergency situations.

FISCAL NOTE

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Reduce Impact Taxes in FY12 and offset with GO Bonds.

Expenditure schedule reflects fiscal capacity.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY13	119,890
Current Scope		
Last FY's Cost Estimate		119,495
Appropriation Request	FY13	7,624
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,895
Expenditures / Encumbrances		5,701
Unencumbered Balance		7,194
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of Fire and Rescue Services
Department of Transportation
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Maryland Department of Environment
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
Verizon
State Transportation Participation Project No. 500722
Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

MAP

See Map on Next Page

Goshen Road South -- No. 501107

Category Transportation
Subcategory Roads
Administering Agency Transportation
Planning Area Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 26, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	12,493	831	2,729	4,265	1,560	2,135	382	188	0	0	4,668
Land	16,981	0	0	16,981	0	0	3,968	3,962	6,638	2,413	0
Site Improvements and Utilities	16,556	0	0	0	0	0	0	0	0	0	16,556
Construction	82,600	0	0	0	0	0	0	0	0	0	82,600
Other	0	0	0	0	0	0	0	0	0	0	0
Total	128,630	831	2,729	21,246	1,560	2,135	4,350	4,150	6,638	2,413	103,824

FUNDING SCHEDULE (\$000)

G.O. Bonds	111,727	140,074	831	2,729	1,560	482,339	1,087	1,505	2,632	0	100,291
Impact Tax	13,370	14,423	0	0	0	1,531,706	3,263	2,645	3,964,000	2,413	0
Intergovernmental		3,533	0	0	0	0	0	0	0	0	3,533
Total		128,630	831	2,729	21,246	1,560	2,135	4,350	4,150	6,638	103,824

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final design started in FY11 and will conclude in Fall 2014. Property acquisition will start in Summer 2014 and take approximately 36 months to complete. Construction and utility relocations will start in Spring 2019 and will be completed in FY22, according to the following funding schedule:

FY19: \$28,622,000 (construction and site improvements)
FY20: \$35,640,000 (construction and site improvements)
FY21: \$29,854,000 (construction and site improvements)
FY22: \$ 9,708,000 (construction and site improvements)

COST CHANGE

Increase due to more accurate design and overhead charges. Land acquisition delayed due to fiscal constraints.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

A more accurate cost estimate will be prepared upon completion of final design.

FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table> <tr> <td>Date First Appropriation</td><td>FY11</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY11</td><td>123,610</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>123,610</td></tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	123,610	Current Scope			Last FY's Cost Estimate		123,610	Maryland-National Capital Park and Planning Commission (MNCPPC) Maryland State Highway Administration (MSHA) Utility Companies Department of Permitting Services City of Gaithersburg Facility Planning Transportation- No. 509337	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY11	123,610												
Current Scope														
Last FY's Cost Estimate		123,610												
<table> <tr> <td>Appropriation Request</td><td>FY13</td><td>560</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY14</td><td>10,635</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> </table>	Appropriation Request	FY13	560	Appropriation Request Est.	FY14	10,635	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	560												
Appropriation Request Est.	FY14	10,635												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>4,560</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>1,881</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>2,679</td></tr> </table>	Cumulative Appropriation		4,560	Expenditures / Encumbrances		1,881	Unencumbered Balance		2,679					
Cumulative Appropriation		4,560												
Expenditures / Encumbrances		1,881												
Unencumbered Balance		2,679												
<table> <tr> <td>Partial Closeout Thru</td><td>FY10</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY11</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

12

Bradley Hills ES Addition -- No. 116503

Category
Subcategory
Administering Agency
Planning Area

Montgomery County Public Schools
Individual Schools
MCPS
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 21, 2011
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,170	585	351	234	234	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,032	0	1,626	406	406	0	0	0	0	0	0
Construction	10,442	0	88	10,354	4,133	6,221	0	0	0	0	0
Other	605	0	0	605	121	484	0	0	0	0	0
Total	14,249	585	2,065	11,599	4,894	6,705	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,243	42,249	585	65	11,599	4,894	6,705	0	0	0	0
Schools Impact Tax	2,000	0	2,000	1,573	0	0	0	0	0	0	0
Total	14,249	585	2,065	11,599	4,894	6,705	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				138	0	46	46	46	0	0
Maintenance				264	0	88	88	88	0	0
Net Impact				402	0	134	134	134	0	0

DESCRIPTION

Enrollment projections indicate that Bradley Hills Elementary School will exceed its capacity by four classrooms or more by the end of the FY 2011-2016 six-year period. Also, student enrollment at elementary schools in the Bethesda-Chevy Chase Cluster has increased dramatically over the past two school years, causing the cluster to be placed in a housing moratorium according to the county's Annual Growth Policy.

Bethesda Elementary School is one of the schools in the Bethesda-Chevy Chase cluster that will exceed capacity throughout the FY 2011-2016 six-year planning period. Students in the western portion of the Bethesda Elementary School service area attend secondary schools in the Walt Whitman Cluster, instead of the secondary schools in the Bethesda-Chevy Chase Cluster.

As part of the Amended FY 2009-2014 Capital Improvements Program (CIP), a feasibility study was conducted during the 2008-2009 school year for an addition to Bradley Hills Elementary School. The scope of the feasibility study was expanded to include the option of accommodating the possible future reassignment of students that currently attend Bethesda Elementary School for Grades K-5 and articulate to secondary schools in the Walt Whitman cluster. The scope of the addition includes additional classrooms and an expansion of the administration suite and multipurpose room to accommodate the possible reassignment of students from Bethesda Elementary School.

Due to the expanded scope of the addition and in order to minimize disruption to the students and staff, the school will be housed at the Radnor Holding Facility during construction. The boundary study will take place in winter 2009 for Board of Education action in March 2010.

An FY 2011 appropriation was approved for planning funds. An FY 2012 appropriation was approved for construction funds. An FY 2013 appropriation is requested to complete this project. This project is scheduled to be completed August 2013.

CAPACITY

Program Capacity After Project: 638

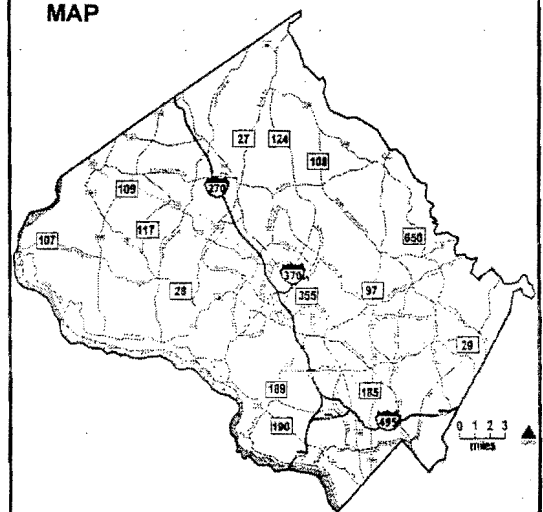
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY	0
Current Scope		
Last FY's Cost Estimate		14,249
Appropriation Request	FY13	605
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,644
Expenditures / Encumbrances		1,024
Unencumbered Balance		12,620
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Mandatory Referral - M-NCPPC
Department of Environmental Protection
Building Permits:
Code Review
Fire Marshall
Department of Transportation
Inspections
Sediment Control
Stormwater Management
WSSC Permits

MAP



North Chevy Chase ES Addition -- No. 136504

Category
Subcategory
Administering Agency
Planning Area

Montgomery County Public Schools
Individual Schools
MCPS
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 21, 2011
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	459	0	0	459	230	138	91	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	939	0	0	939	0	751	188	0	0	0	0
Construction	5,162	0	0	5,162	0	1,032	1,549	2,581	0	0	0
Other	260	0	0	260	0	0	52	208	0	0	0
Total	6,820	0	0	6,820	230	1,921	1,880	2,789	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,820	0	0	6,820	230	1,921	1,880	2,789	0	0	0
Total	6,820	0	0	6,820	230	1,921	1,880	2,789	0	0	0

DESCRIPTION School Facility Payment 164 0 0 164 164 0 0 0 0 0 0

Enrollment projections at North Chevy Chase Elementary School reflect a need for an addition. North Chevy Chase Elementary School has a program capacity for 220 students. Enrollment is expected to reach 330 students by the 2017-2018 school year. The reassignment of Grade 6 students out of North Chevy Chase Elementary School will relieve some, but not all, of the projected space deficit. A feasibility study was conducted in FY 2011 to determine the cost and scope of the project.

An FY 2013 appropriation is requested to begin planning this addition. An FY 2014 appropriation will be requested for construction funds. This project is scheduled to be completed by August 2015.

CAPACITY

Program Capacity After Addition: 358

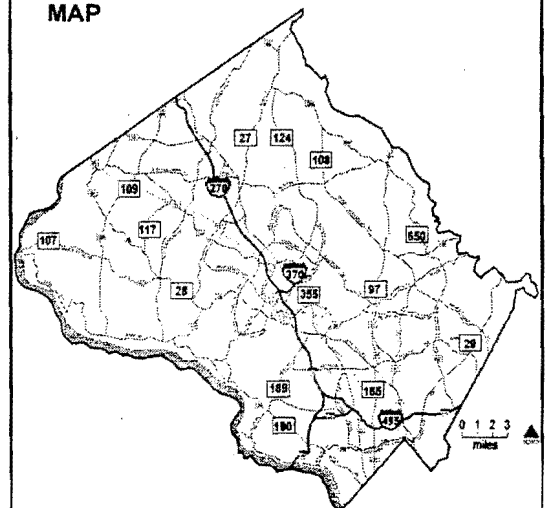
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY	0
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY13	459
Appropriation Request Est.	FY14	6,101
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Mandatory Referral - M-NCPPC
Department of Environmental Protection
Building Permits:
Code Review
Fire Marshall
Department of Transportation
Inspections
Sediment Control
Stormwater Management
WSSC Permits

MAP



14

Public Safety Headquarters -- No. 470906

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 18, 2012
No
None
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,456	1,607	849	0	0	0	0	0	0	0	0
Land	76,340	0	0	76,340	0	76,340	0	0	0	0	0
Site Improvements and Utilities	667	0	667	0	0	0	0	0	0	0	0
Construction	24,246	4,903	19,343	0	0	0	0	0	0	0	0
Other	4,853	7	4,846	0	0	0	0	0	0	0	0
Total	108,562	6,517	25,705	76,340	0	76,340	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	108,562	2,017	1,122	52,722	0	0	6,000	9,500	20,361	32,361	52,701	11423
Interim Finance	0	4,500	24,583	23,616	0	76,340	6,000	9,500	20,361	32,361	52,701	11423
Total	108,562	6,517	25,705	76,340	0	76,340	0	0	0	0	0	

OPERATING BUDGET IMPACT (\$000)

Maintenance				9,378	1,563	1,563	1,563	1,563	1,563	1,563	
Energy				11,088	1,848	1,848	1,848	1,848	1,848	1,848	
Net Impact				20,466	3,411	3,411	3,411	3,411	3,411	3,411	

DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for acquisition, planning, design and construction for the relocation of a number of County facilities to 100 Edison Park Drive in Gaithersburg known as the GE Building/GE Technology Park. Facilities and programs to be relocated from their current location as part of this project include: the Montgomery County Police Headquarters from Research Blvd.; the Montgomery County Fire and Rescue Service from the Executive Office Building; the Office of Emergency Management and Homeland Security; some divisions of the Department of Transportation; and the 1st District Police Station. The project will also provide for the relocation of other County functions currently in leased facilities. A public safety memorial will be constructed in coordination with the Public Arts Trust. The property will be acquired under the lease purchase agreement described in the Fiscal Note below.

ESTIMATED SCHEDULE

The design was completed in Spring of 2010. The construction started in Spring of 2011 with a construction period of 10 months.

COST CHANGE

Cost change due to addition of IT-related improvements.

JUSTIFICATION

Montgomery County Police Headquarters

The Montgomery County Police Headquarters located at 2350 Research Boulevard is crowded and in need of major physical plant repairs and improvements. The building is in generally poor condition. The facility houses a mix of sworn and civilian units, but lacks the separation of law enforcement functions. The building also houses the Forensic Unit and the crime laboratories. Because of the lack of space at the current site, the Police Department has many of its functions dispersed to other locations in leased space.

Montgomery County Fire and Rescue Service Headquarters

The Montgomery County Fire and Rescue Service Headquarters is located at 101 Monroe Street on the 12th floor of the Executive Office Building (EOB). The space currently houses the Fire Chief, all five department division chiefs, and other key uniformed and administrative staff. However, due to facility and space limitations, other operational and administrative staff are located off-site. This creates inefficiencies for the day-to-day operations of the department. Also the EOB does not provide for needed 24/7 emergency response requirements and adequate parking accommodation.

1st District Police Station

The 1st District Police Station was constructed in 1963 and is about 15,752 square feet while the current needs are about 32,000 square feet. To help with the need for office space, the Police Department has placed a trailer on the site behind the main building. Twenty staff members use this trailer for office space. Based on a recent County study (Facility Condition Assessment, January 2005), the building is in need of major maintenance including new windows and a new roof. The planning and design for a new 1st District Station was approved under Project No. 470703 with the location and schedule to be determined. The GE Technology Park Site is a prime location for this facility.

APPROPRIATION AND EXPENDITURE DATA

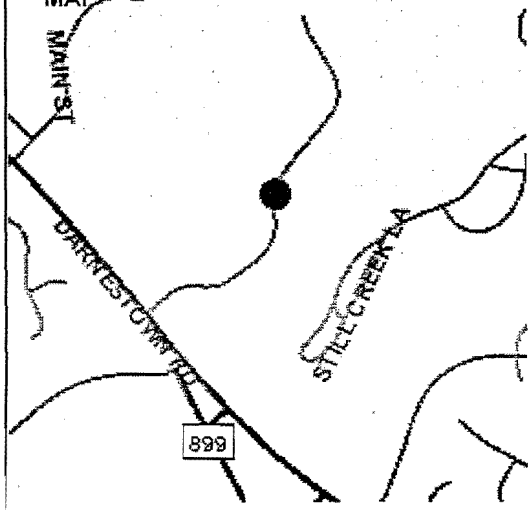
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	107,440
Current Scope		107,440
Last FY's Cost Estimate		107,440
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	76,340
Supplemental Appropriation Request		0
Transfer		1,122
Cumulative Appropriation		31,100
Expenditures / Encumbrances		19,030
Unencumbered Balance		12,070
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Transportation
Department of Police
Montgomery County Fire and Rescue Service
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Upcounty Regional Services Center
Pepco
Washington Gas

Special Capital Projects Legislation [Bill No. 14-09] was adopted by the County Council on May, 13, 2009.

MAP



15

Sidewalk & Infrastructure Revitalization -- No. 508182

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years		
Planning, Design, and Supervision	8,556	20	2,941	5,595	1,215	945	735	879	945	945	945	0	
Land	0	0	0	0	0	0	0	0	0	0	0	0	
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	43,380	7,189	3,486	32,705	7,585	5,855	4,565	5,430	4,565	5,355	5,355	5,355	0
Other	35	0	35	0	0	0	0	0	0	0	0	0	0
Total	51,971	7,209	6,462	38,300	8,800	6,800	5,300	6,300	5,300	6,300	6,300	6,300	*

FUNDING SCHEDULE (\$000)

Contributions	5,071	1,409	662	3,000	500	500	500	500	500	500	0
G.O. Bonds	46,900	5,800	5,800	35,300	8,300	6,300	4,800	5,800	5,800	5,800	0
Total	51,971	7,209	6,462	38,300	8,800	6,800	5,300	6,300	6,300	6,300	0

DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance.

Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

COST CHANGE

Increase in FY13 to address sidewalk infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2010 "Report of the Infrastructure Maintenance Task Force" identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

OTHER

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

<h4>APPROPRIATION AND EXPENDITURE DATA</h4> <table> <tr> <td>Date First Appropriation</td><td>FY81</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY13</td><td>51,971</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>38,871</td></tr> <tr> <td>Appropriation Request</td><td>FY13</td><td>6,800</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY14</td><td>6,300</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>13,671</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>7,537</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>6,134</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY10</td><td>87,917</td></tr> <tr> <td>New Partial Closeout</td><td>FY11</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>87,917</td></tr> </table>	Date First Appropriation	FY81	(\$000)	First Cost Estimate			Current Scope	FY13	51,971	Last FY's Cost Estimate		38,871	Appropriation Request	FY13	6,800	Appropriation Request Est.	FY14	6,300	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		13,671	Expenditures / Encumbrances		7,537	Unencumbered Balance		6,134	Partial Closeout Thru	FY10	87,917	New Partial Closeout	FY11	0	Total Partial Closeout		87,917	<h4>COORDINATION</h4> <p>Washington Suburban Sanitary Commission Other Utilities Montgomery County Public Schools Homeowners Montgomery County Pedestrian Safety Advisory Committee Commission on People with Disabilities</p>	<h4>MAP</h4>
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New Partial Closeout	FY11	0																																										
Total Partial Closeout		87,917																																										

Resurfacing: Primary/Arterial -- No. 508527

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,733	6	3,277	6,450	1,200	1,050	1,050	1,050	1,050	1,050	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	302	302	0	0	0	0	0	0	0	0	0
Construction	48,159	6,476	5,133	36,550	6,800	5,950	5,950	5,950	5,950	5,950	0
Other	26	0	26	0	0	0	0	0	0	0	0
Total	58,220	6,784	8,436	43,000	10,000	6,000	6,000	7,000	7,000	7,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: Recordation Tax	15,368	0	0	15,368	0	0	0	5,621	4,797	4,950	0
G.O. Bonds	42,852	6,784	8,436	27,632	78,000	6,000	6,000	1,379	2,203	2,050	0
Total	58,220	6,784	8,436	43,000	78,000	6,000	6,000	7,000	7,000	7,000	0

DESCRIPTION

The County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads, including pedestrians and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion.

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a 2-3 year cycle. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

OTHER

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- * Expenditures will continue indefinitely.

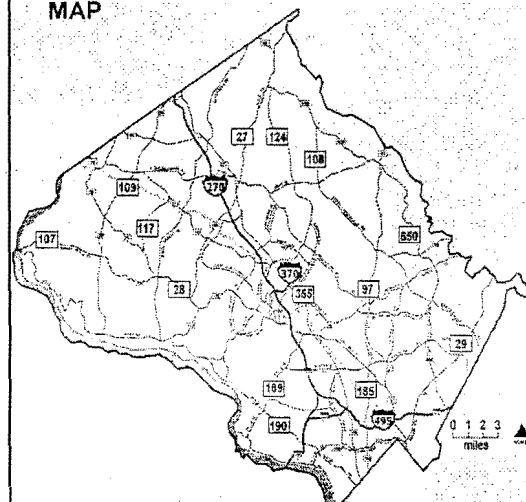
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate		
Current Scope	FY13	58,220
Last FY's Cost Estimate		43,220
Appropriation Request	FY13	100,000
Appropriation Request Est.	FY14	6,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,220
Expenditures / Encumbrances		7,189
Unencumbered Balance		8,031
Partial Closeout Thru	FY10	72,692
New Partial Closeout	FY11	0
Total Partial Closeout		72,692

COORDINATION

Washington Suburban Sanitary Commission
Other Utilities
Department of Transportation
Department of Housing and Community Affairs
Montgomery County Public Schools
Maryland - National Capital Park and Planning Commission
Department of Economic Development
Department of Permitting Services
Regional Services Centers
Community Associations
Montgomery County Pedestrian Safety Advisory Committee
Commission on People with Disabilities

MAP



Resurfacing: Residential/Rural Roads -- No. 500511

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	8,919	57	4,033	4,829	13,551,000	434,734	750	750	750	750	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	63,221	30,780	5,082	27,359	7,056,205	2,554,164	4,250	4,250	4,250	4,250	0
Other	45	0	45	0	0	0	0	0	0	0	0
Total	72,185	30,837	9,160	32,188	23,607,300	2,838,898	5,000	5,000	5,000	5,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	70,259	28,911	9,160	32,188	7,300	2,838,898	5,000	5,000	5,000	5,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	72,185	30,837	9,160	32,188	7,300	2,838,898	5,000	5,000	5,000	5,000	0

DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,143 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory. The latest 2011 survey indicated that 2,480 lane miles (60 percent) require significant levels of rehabilitation. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

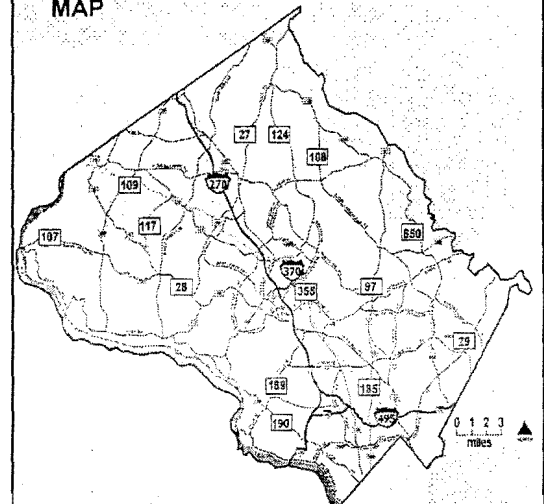
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY13	72,185
Current Scope		
Last FY's Cost Estimate		52,791
Appropriation Request	FY13	93,007,300
Appropriation Request Est.	FY14	2,838,898
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		39,997
Expenditures / Encumbrances		32,707
Unencumbered Balance		7,290
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Suburban Sanitary Commission
Washington Gas Light Company
PEPCO
Cable TV
Verizon
United States Post Office

MAP



18

Permanent Patching: Residential/Rural Roads -- No. 501106

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,900	0	900	3,000	975,250	225,450	450	450	450	450	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	22,100	2,818	2,282	17,000	525,425	125,650	2,550	2,550	2,550	2,550	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	26,000	2,818	3,182	20,000	650,500	150,300	3,000	3,000	3,000	3,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	26,000	2,818	3,182	20,000	650,500	150,300	3,000	3,000	3,000	3,000	0
Total	26,000	2,818	3,182	20,000	650,500	150,300	3,000	3,000	3,000	3,000	0

DESCRIPTION

This project provides for permanent patching of rural/residential roads in older residential communities. This permanent patching program provides for deep patching of rural and residential roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such time that road rehabilitation occurs.

Based on current funding trends, many residential roads identified as needing reconstruction may not be addressed for 40-years or longer. The permanent patching program is designed to address this problem.

Pavement reconstruction involves either total removal and reconstruction of the pavement section or extensive deep patching followed by grinding along with a thick structural hot mix asphalt overlay.

Permanent patching may improve the pavement rating such that total rehabilitation may be considered in lieu of total reconstruction, at significant overall savings.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory.

The updated 2011 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY11	(\$000)	Washington Suburban Sanitary Commission		
First Cost Estimate			Washington Gas Light Company		
Current Scope	FY13	26,000	Department of Permitting Services		
Last FY's Cost Estimate		18,000	PEPCO		
Appropriation Request	FY13	650,500	Cable TV		
Appropriation Request Est.	FY14	150,300	Verizon		
Supplemental Appropriation Request		0	Montgomery County Public Schools		
Transfer		0	Regional Services Centers		
Cumulative Appropriation		6,000	Community Associations		
Expenditures / Encumbrances		2,822	Commission of People with Disabilities		
Unencumbered Balance		3,178			
Partial Closeout Thru	FY10	0			
New Partial Closeout	FY11	0			
Total Partial Closeout		0			

19

Rock Creek Maintenance Facility -- No. 118702

Category M-NCPPC
Subcategory Development
Administering Agency M-NCPPC
Planning Area Upper Rock Creek

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 09, 2012
No
None
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,234	0	75	1,159	200	130	250	275	150	154	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	8,229	0	0	8,229	0	0	364	1,585	2,850	3,430	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	9,463	0	75	9,388	200	130	614	1,860	3,000	3,584	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,463	0	75	9,388	200	130	614	1,860	3,000	3,584	0
Total	9,463	0	75	9,388	200	130	614	1,860	3,000	3,584	0

OPERATING BUDGET IMPACT (\$000)

Energy				12	0	0	0	0	0	12
Maintenance				3	0	0	0	0	0	3
Program-Other				37	0	0	0	0	0	37
Program-Staff				19	0	0	0	0	0	19
Net Impact				71	0	0	0	0	0	71
WorkYears					0.0	0.0	0.0	0.0	0.0	0.3

DESCRIPTION

The existing Rock Creek Park Maintenance Yard is located within Rock Creek Regional Park at 15881 Beach Drive in Derwood, MD 20855. It is east of the intersection of Needwood Road and Beach Drive. The site is approximately five acres. The existing buildings were built during the 1960's and 1970's when the park was first developed. The main objective for this project is to bring the existing outdated, inadequate and deteriorated facility up to industry standard and comparable to other newer facilities such as the Black Hill, Cabin John, and Wheaton Maintenance Yards.

The major components of the project include: administration building, vehicle maintenance shop, work shops for two crews, equipment storage building, material storage building, staff parking, vehicle parking, and fuel island. The consultant has designed the new maintenance facility with the objective of achieving a green building level of at least LEED Silver rating without any major additional cost to the project.

ESTIMATED SCHEDULE

Design will commence at the end of FY12 with construction to begin at the end of FY15.

COST CHANGE

Cost increase due to inflation.

JUSTIFICATION

Facility Plan approved by Montgomery County Planning Board in June 2009.
Rock Creek Regional Park Master Plan, 2000

FISCAL NOTE

Design and construction schedule delayed one year for fiscal capacity.

OTHER DISCLOSURES

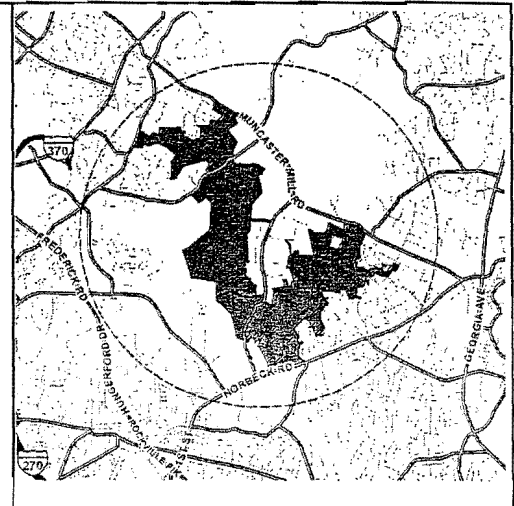
- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY12	(\$000)
First Cost Estimate		
Current Scope	FY13	9,463
Last FY's Cost Estimate		8,958
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	50
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		574
Expenditures / Encumbrances		0
Unencumbered Balance		574
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

United States Green Building Council
Montgomery County Department of Permitting Services
Montgomery County Department of Environmental Protection
Washington Suburban Sanitary Commission



Rockville Student Services Center -- No. 076604

Category
Subcategory
Administering Agency
Planning Area

Montgomery College
Higher Education
Montgomery College
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 08, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	10,373	0	0	10,373	3,456	3,458	3,459	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	48,210	0	0	48,210	0	0	2,000	21,454	21,426	0	0
Other	9,853	0	0	9,853	0	0	0	0	9,853	0	0
Total	68,436	0	0	68,436	3,456	3,458	5,459	30,148	25,923	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	35,299	0	0	35,299	1,786	1,786	2,787	12,507	12,507	0	0
State Aid	33,137	0	0	33,137	1,670	1,672	2,672	12,507	12,507	0	0
Total	68,436	0	0	68,436	3,456	3,458	5,459	30,148	25,923	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				250	0	0	0	0	0	250	
Net Impact				250	0	0	0	0	0	250	

DESCRIPTION

This project provides funds for the construction of a new student services center (approximately 126,000 gross square feet) to support student administrative services as outlined in the Rockville Campus Facilities Master Plan, 2006-2016 (9/10). This project brings together student and administrative services to support the concept of "one stop" shopping services for students. Specifically, it will include the following campus related functions and activities: Admissions and Registration, Financial Aid, Cashier, Dean of Student Development, Career Transfer Center, Assessment, Counseling, Disabled Student Services (DSS), and Trio program plus support services such as a training facility, storage, resource library and waiting areas. In addition, this building will house the Office of Safety and Security and a new parking department. This project also includes funding for a central plant located in the Student Services Center and funding for a road extension/site improvements related to the building.

ESTIMATED SCHEDULE

The updated implementation schedule features a three year design sequence starting in FY13. Project construction is scheduled to be completed in the Summer of 2017.

COST CHANGE

The FY13 State funding share of the Planning, Design, and Supervision cost element has been reduced by \$345,000. The County's contribution will not change, but now exceeds the historical 50/50 percent State/County share. This is not meant to set a precedent for future funding of other capital projects. Project expenditures assume that a portion of Information Technology (IT) equipment costs may be funded through the Information Technology (No. 856509) project.

JUSTIFICATION

Currently, these "intake functions" are fragmented and are insufficiently accommodated: Student Development is located in the Counseling & Advising Building; the assessment program is located in Campus Center; Admissions, Registration and Financial Aid are located in the Student Services Building. Bringing these functions under one roof will be of great benefit to students by increasing the efficiency of the intake operations.

Relevant studies include the Collegewide Facilities Condition Assessment (11/07), and the Collegewide Facilities Master Plan Update (9/10).

OTHER

FY13 Appropriation: \$10,373,000 Total; \$5,359,000 (G.O. Bonds) and \$5,014,000 (State Aid).

Relocation costs and design fees above approximately 7% of estimated construction costs may not be eligible for State reimbursement.

OTHER DISCLOSURES

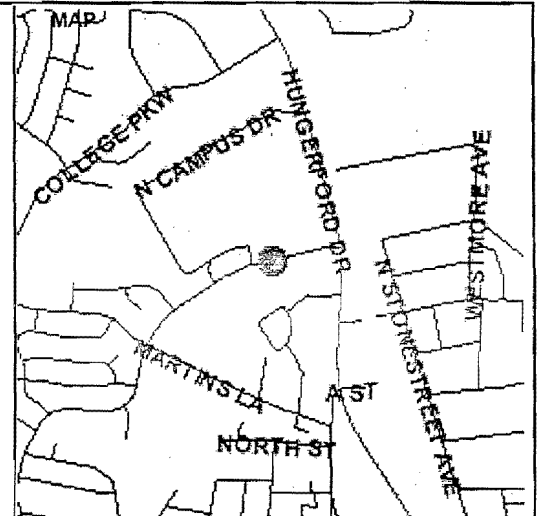
- A pedestrian impact analysis will be performed during design or is in progress.
- Montgomery College asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY13	68,436
Current Scope		
Last FY's Cost Estimate		6,600
Appropriation Request	FY13	10,373
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Facility Planning: College (CIP #886686)



Good Hope Neighborhood Recreation Center -- No. 720918

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,285	122	30 403	113 970	374 568	357 194	194 193	180 55	28 0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	457	0	0	457	0	0 457	457 0	0	0	0	0
Construction	4,017	0	0	4,017	0	0 2,528	296 1,489	107 1 0	0	0	0
Other	874	0	0	874	0	0	291 874	583 0	0	0	0
Total	6,633	122	30 403	113 970	374 568	357 194	194 193	180 55	28 0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,633	122	30 403	113 970	374 568	357 194	194 193	180 55	28 0	0	0
Total	6,633	122	30 403	113 970	374 568	357 194	194 193	180 55	28 0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				165	0	0	24	47	47	47
Energy				151	0	0	22	43	43	43
Program-Staff				448	0	0	112	112	112	112
Program-Other				20	0	0	5	5	5	5
Net Impact				784	0	0	163	207	207	207
Work Years					0.0	0.0	2.0	2.0	2.0	2.0

DESCRIPTION

The Good Hope Neighborhood Recreation Center, located at 14715 Good Hope Road in Silver Spring, requires extensive renovation and a modest expansion, to include the construction of an exercise/weight room, small activity room, game room, additional toilets, and storage. A key constraint is the limit on impervious site area, due to the Paint Branch Special Protection Area, resulting in expansion requirements that do not increase the building footprint. A key component of the site and building infrastructure renovation is to upgrade the facility to conform to the Montgomery County manual for planning, design, and construction of sustainable buildings, including meeting green building/sustainability goals; Montgomery County Energy Design Guidelines; and the Americans with Disabilities Act (ADA). The project will be designed to comply with Leadership in Energy and Environmental Design (LEED) guidelines for eventual certification.

ESTIMATED SCHEDULE

Design is underway and expected to be completed in ^{FY14} FY13 with construction in ^{FY15-FY16} FY14-FY15.

COST CHANGE

Increase is due to the addition of construction funds.

JUSTIFICATION

Renovation and new construction requirements are based on a facilities assessment of the site and building infrastructure, and on programmatic requirements of the facility and the Department of Recreation. Two community charrettes were conducted as a part of the facility planning process.

OTHER

In 2000, the Montgomery County Department of Recreation (MCRD), in coordination with the then Department of Public Works and Transportation (DPWT), submitted an informal in-house assessment of five neighborhood recreation facilities, including informal recommendations for renovation or expansion. The assessment and recommendations were submitted in the Neighborhood Recreation Centers 2003 recommendations draft report summary.

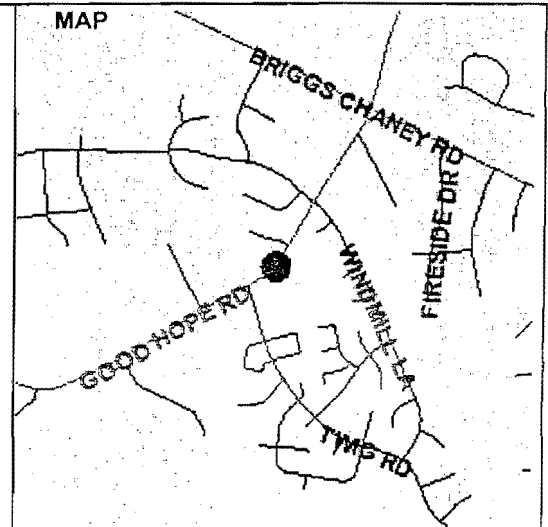
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	6,633
Current Scope		
Last FY's Cost Estimate		587
Appropriation Request	FY13	296
Appropriation Request Est.	FY14	5,750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		587
Expenditures / Encumbrances		127
Unencumbered Balance		460
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Technology Services
Department of Recreation
WSSC
PEPCO
Department of Permitting Services

MAP



County Service Park Infrastructure Improvements -- No. 501317

Category **Transportation**
 Subcategory **Roads**
 Administering Agency **General Services**
 Planning Area **Shady Grove Vicinity**

Date Last Modified **May 03, 2012**
 Required Adequate Public Facility **No**
 Relocation Impact **None**
 Status **Planning Stage**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,689	0	0	1,689	1,689	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,689	0	0	1,689	1,689	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	1,689	0	0	1,689	1,689	0	0	0	0	0	0
Total	1,689	0	0	1,689	1,689	0	0	0	0	0	0

DESCRIPTION

This project ultimately provides for the design, engineering, and construction of several infrastructure improvements at the County Service Park (CSP). A development district ("The County Service Park Development District") will be established to provide funding for the improvements which will serve and benefit the entire Shady Grove Sector Plan area, including both the east and west parcels of the CSP site. The improvements include:

- Crabbs Branch Way Improvements for the portion of the road that bisects the County Service Park and related storm water management for public roads;
- Intersection improvements at Shady Grove Road and Crabbs Branch Way;
- Shady Grove Road sidewalk improvement along the northern property boundary and related storm water management;
- Improvements on the WMATA property to improve vehicular connectivity, create pedestrian connectivity between the County Service Park and the Shady Grove Metro station, and to facilitate the development of the CSP site;
- A nature trail around the regional storm water pond; and
- System upgrades to WSSC infrastructure that is necessitated by the development.

This initial funding will provide for preliminary design and engineering costs. Construction costs will be added to this project once design work has sufficiently progressed to determine an accurate estimate.

ESTIMATED SCHEDULE

Design will commence in the Summer of 2012 and will conclude in Spring of 2014. As provided in the December 2010 Master Planning and Real Estate Purchase Agreement between Montgomery County Government and EYA/CSP Associates, LLC, the improvements will be constructed by the developer beginning in Fall 2014 and completed in Summer 2017.

JUSTIFICATION

This project will be developed in accordance with the Council approved Shady Grove Sector Plan to redevelop the CSP property into a transit-oriented mixed-use area. The CSP property is a major component of the County's Smart Growth Initiative (SGI), a comprehensive strategy to better serve the public interest and support economic development in key areas by relocating several County offices from their current, outdated, and inadequate facilities to other more functional and appropriate sites.

The CSP property is planned to support several different types of uses, including residential townhomes and apartments; commercial office and retail space; public parks; and open spaces located in and around the Shady Grove Metro Station area.

OTHER

The improvements on the WMATA site and the WSSC upgrades are the sole responsibility of the proposed development district. The developer is not eligible for any tax credits for the design and construction of the transportation and WSSC improvements.

FISCAL NOTE

The project design and construction costs will be repaid with development district revenues in the out-years. A petition to establish a development district at the County Service Park will be submitted to the County Council, in accordance with the Master Planning and Real Estate Purchase Agreement.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY09	(\$000)	Department of General Services	Department of Finance	
First Cost Estimate	FY13	1,689	Department of Permitting Services	Department of Transportation	See Map on Next Page
Current Scope			Offices of the County Executive	Washington Suburban Sanitary Commission	
Last FY's Cost Estimate		0	Maryland-National Capital Park and Planning Commission	Washington Metropolitan Area Transit Authority	
Appropriation Request	FY13	1,689	Utility Companies	Developers	
Appropriation Request Est.	FY14	0			
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		0			
Expenditures / Encumbrances		0			
Unencumbered Balance		0			
Partial Closeout Thru	FY10	0			
New Partial Closeout	FY11	0			
Total Partial Closeout		0			

Clarksburg/Damascus MS (New) -- No. 116506

Category
Subcategory
Administering Agency
Planning Area

Montgomery County Public Schools
Individual Schools
MCPS
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 22, 2011
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,614	0	0	2,614	200	1,107	559	748	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,352	0	0	6,352	0	0	3,597	2,755	0	0	0
Construction	34,442	0	0	34,442	0	0	13,244	11,442	9,756	0	0
Other	1,400	0	0	1,400	0	0	1,244	152	1,120	0	0
Total	44,808	0	0	44,808	200	1,107	17,400	15,225	10,876	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	18,251	0	0	18,251	200	0	3,300	5,380	17,225	10,876	0	0
Schools Impact Tax	26,557	0	0	26,557	0	1,107	12,100	13,350	0	0	0	0
Total	44,808	0	0	44,808	200	1,107	17,400	15,225	10,876	0	0	0

DESCRIPTION

The Clarksburg Master Plan, approved in 1994, allows for the potential development of 15,000 housing units. Development of this community resulted in the formation of a new cluster of schools. Enrollment projections at Rocky Hill Middle School continue to increase dramatically throughout the FY 2011-2016 six-year CIP. This continued growth justifies the need for the opening of another middle school to serve the Clarksburg/Damascus service areas.

Rocky Hill Middle School has a program capacity for 939 students. Enrollment is expected to reach 1,411 students by the 2015-2016 school year. A feasibility study was conducted in FY 2009 to determine the cost and scope of the project. The proposed middle school will have a program capacity of 988.

Due to fiscal constraints, this project was delayed one year in the Board of Education's Requested FY 2013-2018 CIP. An FY 2013 appropriation will be requested to begin planning this new middle school. This project is now scheduled to be completed by August 2016.

CAPACITY

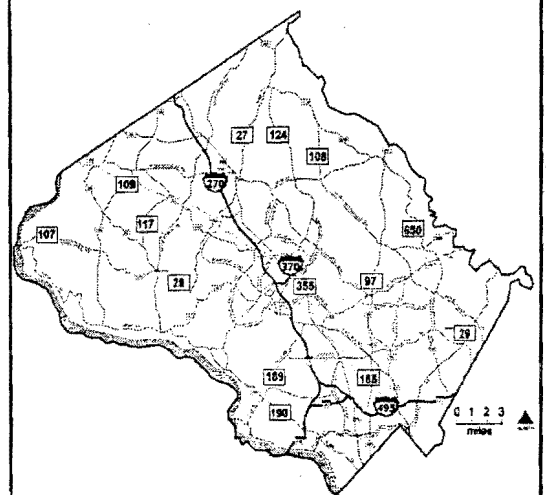
Program Capacity after Project: 988

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY	0
Current Scope		
Last FY's Cost Estimate		44,348
Appropriation Request	FY13	2,614
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Mandatory Referral - M-NCPPC
Department of Environment Protection
Building Permits:
Code Review
Fire Marshall
Department of Transportation
Inspections
Sediment Control
Stormwater Management
WSSC Permits



Northwest ES #8 (New) -- No. 136505

Category
Subcategory
Administering Agency
Planning Area

Montgomery County Public Schools
Individual Schools
MCPS
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 23, 2011
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,477	0	0	1,477	0	0	738	444	295	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,490	0	0	3,490	0	0	0	2,690	800	0	0
Construction	22,215	0	0	22,215	0	0	0	7,833	730,780	730,780	0
Other	975	0	0	975	0	0	0	0	195	780	0
Total	28,157	0	0	28,157	0	0	738	10,967	857,19,597	730,780	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	28,157	0	0	28,157	0	0	738	10,967	857,19,597	730,780	0
Total	28,157	0	0	28,157	0	0	738	10,967	857,19,597	730,780	0

DESCRIPTION

Projections indicate enrollment at Spark M. Matsunaga and Ronald McNair elementary schools will exceed the capacities at each school. Spark M. Matsunaga Elementary School has a program capacity of 650 with a 2017-2018 projected enrollment of 1,016 students. Ronald McNair Elementary School has a program capacity of 623 with a 2017-2018 projected enrollment of 732 students. In order to provide relief of the overutilization at both schools, a new elementary school is needed.

An FY 2015 appropriation will be requested to begin planning this new school. An FY 2016 appropriation will be requested for construction funds. This project is scheduled to be completed by August 2017.

CAPACITY

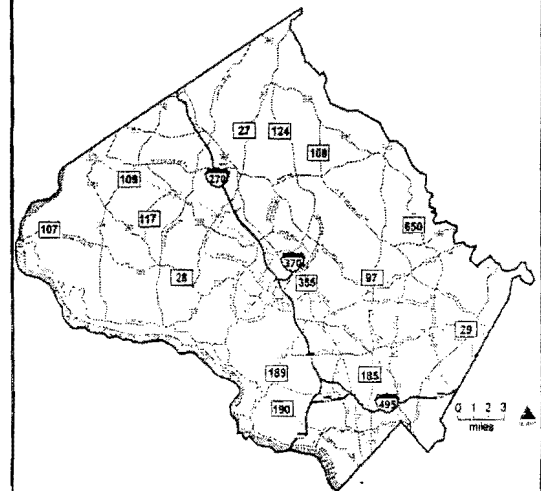
Program Capacity: 740

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
First Cost Estimate		
Current Scope	FY	0
Last FY's Cost Estimate		0
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Mandatory Referral - M-NCPPC
Department of Environmental Protection
Building Permits:
Code Review
Fire Marshall
Department of Transportation
Inspections
Sediment Control
Stormwater Management
WSSC Permits



Germantown Observation Drive Reconstruction -- No. 096604

Category
Subcategory
Administering Agency
Planning Area

Montgomery College
Higher Education
Montgomery College
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 13, 2011
No
None
N/A

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,000	0	100	900	100 450	400 450	400 0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	100	900	100 450	400 450	400 0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,000	0	100	900	100 450	400 450	400 0	0	0	0	0
Total	1,000	0	100	900	100 450	400 450	400 0	0	0	0	0

DESCRIPTION

This project funds the design and reconstruction of the existing main entrance road (Observation Drive) from MD-118 into the Campus. On-going repairs to the main road on the Germantown Campus are no longer sufficient and existing conditions require a major reconstruction. Originally constructed in the mid 1970's, this road was largely constructed on grade without the sub-base construction that is now typical for roads with the heavy vehicle and bus traffic that the Campus operations impose.

JUSTIFICATION

During the Fall 2010 semester, 6,819 students attended the Germantown campus, which was an enrollment increase of 3.8% from the previous fall semester. The existing main entrance road (Observation Drive) is inadequate for serving the current and growing student body and requires reconstruction due to the heavy vehicle and bus traffic currently experienced on the campus. According to the Geotechnical Report for Observation Drive Pavement Assessment, problems identified with the existing Observation Drive are the non existent sub base, longitudinal cracks, alligator cracks, potholes, and raveling.

Collegewide Facilities Condition Assessment (11/07), and Geotechnical Report for Observation Drive Pavement Assessment (5/07).

OTHER

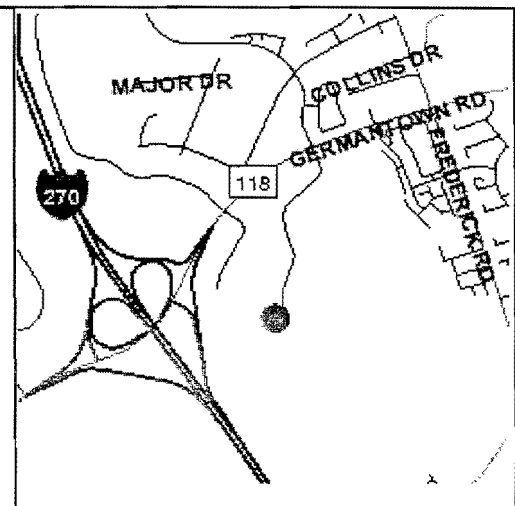
Funding Source: G.O. Bonds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY09	9,000
Last FY's Cost Estimate		1,000
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,000
Expenditures / Encumbrances		0
Unencumbered Balance		1,000
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Site Improvements: College (#076601)



Macklin Tower Alterations -- No. 036603

Category
Subcategory
Administering Agency
Planning Area

Montgomery College
Higher Education
Montgomery College
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 03, 2011
No
None
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision 1681	1,594	670	321	650,600	150,300	270,300	270,000	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction 8923	9,043	4,321	692	3,910,000	850,200	850,200	152,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,604	4,991	1,013	4,600	1,000,200	1,000,200	152,000	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,604	4,991	1,013	4,600	2,300	1,800	1,800	0	0	0	0
Total	10,604	4,991	1,013	4,600	1,000,200	1,000,200	1,800	0	0	0	0

DESCRIPTION

This project provides funding for major building infrastructure improvements to Macklin Tower including replacement of major mechanical, electrical, and plumbing systems and equipment; upgrade/replacement of life safety systems (fire alarm, emergency generator and sprinkler systems); upgrade/replacement of building elevators; and building access upgrades. The College completed a facilities condition assessment of the building in August 2002 that evaluated all building systems and related equipment and identified major repair and/or replacement requirements.

JUSTIFICATION

Macklin Tower was constructed in 1971 and this thirty-year old facility is experiencing a progressive deterioration of building systems and major pieces of building equipment. It has now reached the point that addressing the problem of a deteriorating building infrastructure is beyond the scope of a maintenance effort and that building repairs are no longer adequate or cost effective. Key components of the HVAC, mechanical and electrical systems are outdated, energy inefficient, and costly to continue to repair. The refurbishment and/or replacement of major building systems and related equipment will significantly extend the useful life of the building and correct safety and environmental problems. This project is coordinated with the College's FY02 supplemental appropriation request to the PLAR project (CIP #926659) to correct significant water and air infiltration problems with a failing exterior curtain wall framing system and a deteriorating sealant used on all of the building's windows. The College completed a building condition assessment in 2002 that provides a detailed evaluation of building deficiencies and initial cost estimates for major repairs, equipment replacements, and related improvements.

Schematic Design for Curtain Wall Remediation - Macklin Tower (5/25/01) and Curtain Wall and Building Envelope Investigation - Macklin Tower (3/16/01).
Collegewide Facilities Condition Assessment (11/07) and Collegewide Facilities Master Plan Update (9/10).

OTHER

The following fund transfer has been made from this project: \$400,000 to the Takoma Park Campus Expansion Project (# 996662) (BOT Resol. # 07-01-005, 01/16/07).

Funding Source: G.O.Bonds.

Note: The Library Renovation and Other (Furniture, Fixtures, and Equipment) costs are currently estimated at \$4.5 million, and \$500,000 respectively pending final design. These costs are not shown in the expenditure schedule.

FISCAL NOTE

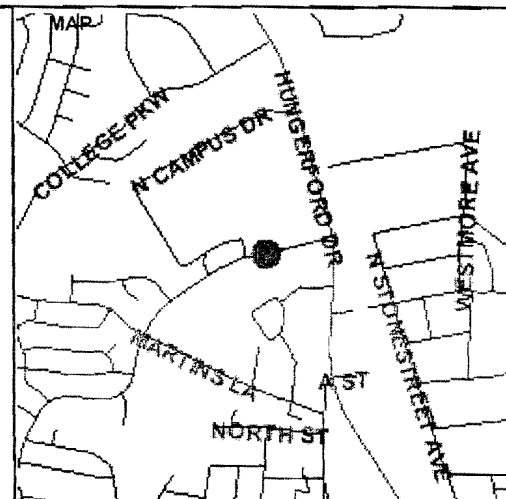
In December 2001, the County Council approved an FY02 supplemental capital budget appropriation of \$2,075,000 to the PLAR project (CIP #926659) to replace the building's exterior curtain wall to correct problems associated with a failing exterior curtain wall framing system and a deteriorating window sealant. The exterior curtain wall replacement was completed in spring 2003. An engineering evaluation of the building's fire alarm system and emergency generator was completed in August 2002 and a design/build replacement of this system and equipment was completed in summer 2003 for the tower. Mechanical and electrical equipment upgrades of floors 2-6 in the tower have been completed (2004/2005). The current focus is mechanical, electrical and plumbing upgrades for the ground floor, and FY09 and beyond will focus on the 3-story Library wing of the building.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY09	15,604
Current Scope		
Last FY's Cost Estimate		10,604
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		10,604
Expenditures / Encumbrances		5,177
Unencumbered Balance		5,427
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Roof Replacement: College (CIP #876664)
PLAR: College (CIP #926659)
Energy Conservation: College (CIP #816611)



Brookside Gardens Master Plan Implementation -- No. 078702

Category M-NCPPC
Subcategory Development
Administering Agency M-NCPPC
Planning Area Kemp Mill-Four Corners

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 04, 2011
No
None
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	882	120	611	151	31	105	15	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,805	0	0	3,805	360,460	110,524	234,096	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,687	120	611	3,956	361,491	121,024	234,096	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,205	4	594	3,607	391,481	121,024	234,096	0	0	0	0
Current Revenue: General	132	115	17	0	0	0	0	0	0	0	0
Contributions	350	1	0	349	0	0	349	0	0	0	0
Total	4,687	120	611	3,956	391,481	121,024	234,096	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				19	0	0	4	5	5	5
Program-Staff				4	0	0	1	1	1	1
Net Impact				23	0	0	5	6	6	6
Work Years					0.0	0.0	0.0	0.0	0.0	0.0

DESCRIPTION

This project implements Phases I and II of the Brookside Gardens Master Plan at 1800 Glenallan Avenue, Wheaton. The phased implementation in the CIP is as follows:

Phase I: Facility planning, design and construction of the visitors center entrance. The facility plan for the entrance is complete and includes improved vehicle and pedestrian access and circulation, a gatehouse, walls, artwork, signage, plantings and deer control measures. Green design elements are incorporated, such as permeable paving, reduction of paved surfaces, use of recycled materials, green roof on gatehouse, and rain gardens for bioretention.

Phase II: Facility planning, design and construction of the parking lot expansion, storm water management and South Service Drive. The facility plan includes expansion of the parking lot by 85 spaces. The project will also improve parking lot circulation, DROP OFF area and create an inviting ENTRANCE space in front of the building for plant sales and other outdoor events.

ESTIMATED SCHEDULE

Design for both phases will BE COMBINED AND commence in FY12, with construction COMPLETION EXPECTED in FY15.

JUSTIFICATION

Visitor Survey (1995). Brookside Gardens Master Plan (2004), including data from several focus groups held during the planning process and public testimony at planning board hearings. Renovations address critical maintenance needs for the 37 year old facility that has become one M-NCPPC's most popular facilities. In addition, support for master plan implementation was received at the CIP Public Forum, April, 2005, and in letters of support for renovated and new gardens, renovated and enlarged facilities, family restrooms, more educational programming, increased parking. 1995 Visitor Survey. Brookside Gardens Master Plan approved by Montgomery County Planning Board, March 3, 2005. Facility plan for Phase I (entrance) was approved by the Montgomery County Planning Board on July 17, 2008. FACILITY PLAN FOR PHASE II (PARKING EXPANSION AND DROP-OFF) WAS APPROVED BY MONTGOMERY COUNTY PLANNING BOARD ON FEBRUARY 25, 2010.

FISCAL NOTE

In January 2010, the Executive recommended and Council approved a reduction of \$15,000 in Current Revenue as part of the FY10 Savings Plan.

In FY09, \$66,000 (Current Revenue) was transferred in from Fairland Golf Course, PDF# 058777. A portion of the previously appropriated contribution funds will be replaced with General Obligation Bonds. An FY06 \$50,000 donation for facility planning of Phase I is included in the Small Grants and Donations PDF 058755.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

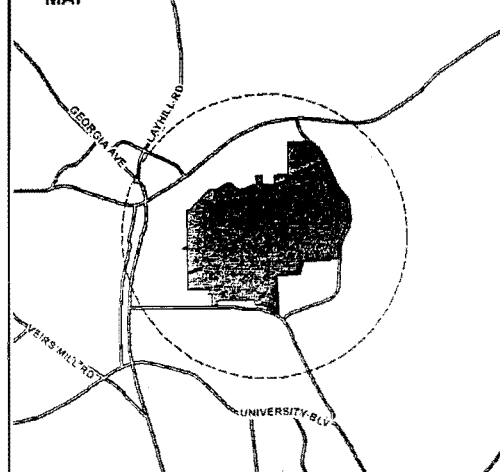
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY07	661
Last FY's Cost Estimate		4,687
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,687
Expenditures / Encumbrances		131
Unencumbered Balance		4,556
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Friends of Brookside Gardens
Montgomery County Department of Environmental Protection
Public Arts Trust
Small Grants/Donor Assisted Capital Improvements, PDF 058755
Montgomery County Department of Transportation

MAP



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